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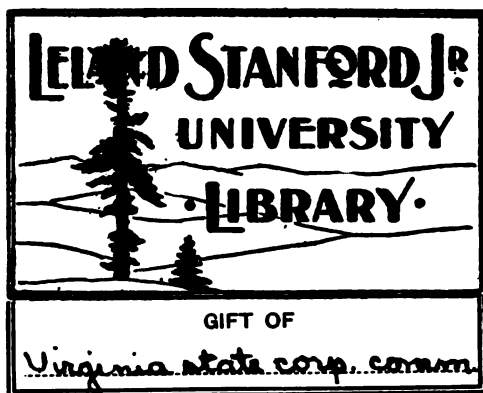
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THE END OF THE WORLD



APPENDIX
TO
Eleventh Annual Report
OF THE
State Corporation Commission
OF
VIRGINIA
FOR THE
Year Ending December 31, 1913

REPORTS AND STATISTICS OF CANALS, RAILROADS,
ELECTRIC RAILWAYS AND OTHER CORPORATE
COMPANIES ARE FOR FISCAL YEAR
ENDING JUNE 30, 1913

RICHMOND
DAVIS BOTTOM, SUPERINTENDENT PUBLIC PRINTING
1914

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REPORTS OF CANAL COMPANIES

The Lake Drummond Canal and Water Company

Location of Principal Office—Deep Creek, Va.

, OFFICERS.

| <i>Names.</i> | <i>Official Address.</i> |
|-------------------------------|--------------------------|
| M. K. King, President..... | Norfolk, Va. |
| Ernest Tucker, Secretary..... | Baltimore, Md. |
| Ernest Tucker, Treasurer..... | Baltimore, Md. |

| <i>Names of Directors.</i> | <i>Official Address.</i> |
|----------------------------|--------------------------|
| Henry J. Bowdoin..... | Baltimore, Md. |
| Walter B. Brooks..... | Baltimore, Md. |
| Alexander Brown..... | Baltimore, Md. |
| Gordon P. Pain..... | Baltimore, Md. |
| L. S. Zimmerman..... | Baltimore, Md. |
| Ernest Tucker..... | Baltimore, Md. |
| M. K. King..... | Norfolk, Va. |
| W. H. Taylor..... | Norfolk, Va. |

Name of officer and address of person to whom blanks for next year are to be sent: Name, M. K. King; title, President; address, Norfolk, Va.

Date of annual meeting for election of directors: First Wednesday in May.

CAPITAL STOCK.

| | |
|---|-----------------|
| Capital stock authorized by law..... | \$ 2,000,000 00 |
| Capital stock authorized by votes of company..... | 1,000,000 00 |
| Capital stock amount subscribed..... | 1,000,000 00 |
| Capital stock paid in by last report..... | 1,000,000 00 |
| Capital stock total amount now outstanding..... | 1,000,000 00 |
| Number of shares issued..... | 10,000 |
| Par value of each share..... | \$ 100 00 |

DEBT.

Funded Debt.

| | |
|---|-----------------|
| First mortgage bond, bearing interest at 5 per cent., which is payable January and July.... | \$ 1,000,000 00 |
| Total amount now of funded debt..... | 1,000,000 00 |

Floating Debt.

| | |
|---|--------------|
| Total amount now of floating debt..... | \$ 52,826 67 |
| Total amount now of floating and funded debt..... | 1,052,826 67 |
| Funded debt as per last report..... | 1,000,000 00 |
| Floating debt as per last report..... | 27,389 16 |

COST OF CANAL AND FIXTURES.

To June 30, 1913.....\$ 2,061,229 29

CHARACTERISTICS OF CANAL.

| | |
|---|--|
| Length of main line canal from Deep Creek, Va., to South Mills, N. C..... | 22 miles |
| Length of main line of canal in Virginia..... | 14 miles |
| Number of branch canals, with length of each, viz.: | |
| Feeder (no revenue)..... | 2½ miles |
| Gilmerton (no revenue)..... | 3 miles |
| Canals leased by the company, viz..... | None |
| Width of canal at top of water line..... | 70 to 100 feet |
| Width of canal at bottom..... | 30 to 40 feet |
| Length and breadth of locks..... | 250 by 39 feet |
| Number of basins..... | 1 |
| Number of lock houses, 2; store-houses, 3; other houses, 1; office, 1; total..... | 7 |
| Number of locks, lift..... | 2 |
| Number of waste-ways and overflows..... | 2 |
| Number of lineal feet of overflows..... | 150 |
| Number of bridges..... | 2 |
| Number of culverts..... | None |
| Number of dams..... | 1 |
| Number of aqueducts..... | None |
| Number of lineal feet of aqueduct superstructure..... | None |
| Number of miles of slack water, main line, 22; branches, 5½..... | 27.75 |
| Number of boats owned by the company—2 launches, 1 dredge, 1 scow, 1 pile driver..... | 5 |
| Number of boats owned and run by private parties..... | None |
| Average tonnage of boats..... | 97 |
| Navigation opened..... | Always open |
| Navigation closed..... | except infrequent freeze of day or two |
| Feet of lockage on main line of canal..... | 500 |
| Value of real estate held by the company exclusive of canal..... | \$ 3,212 00 |
| What length of canal has been abandoned during year..... | None |
| What is the length of extensions made during year..... | None |

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals.

Amount of freight specifying the quantity in tons of 2,000 pounds.

| | |
|--|---------|
| Lumber..... | 122,858 |
| Mine props, piling and mill logs, vessels and rafts..... | 34,100 |
| Anthracite coal..... | 7,680 |
| Bituminous coal..... | |
| Lime and limestone, sand and gravel..... | 6,235 |
| Other articles, miscellaneous..... | 52,750 |
| Total..... | 223,623 |

The rate of toll charged for the respective classes per mile as follows:

For lumber, per 1,000 feet board measure, 40 cents.

Shingles per 1,000, 15 cents.

Anthracite coal, per ton, 15 cents.

Bituminous coal, per ton, 15 cents.

EXPENSES.

| | |
|-------------------------------|--------------|
| Salaries..... | \$ 3,998 20 |
| Pay rolls..... | 13,963 80 |
| Maintenance of canal..... | 3,646 29 |
| Maintenance of buildings..... | 293 58 |
| Towing (hire of tugs)..... | 22,928 21 |
| Telephone service..... | 246 10 |
| Launch service..... | 702 30 |
| Stationery and printing..... | 103 63 |
| Insurance..... | 150 00 |
| Traffic expense..... | 774 71 |
| Legal expense..... | 2,153 86 |
| General expense..... | 1,267 73 |
| Loss and damage..... | 151 80 |
| Total..... | \$ 50,380 21 |

RECEIPTS.

| | |
|-------------|---------------|
| Tolls..... | \$ 94,120 17 |
| Towing..... | 21,607 86 |
| Rent..... | 661 17 |
| Other..... | 1,107 35 |
| Total..... | \$ 117,496 55 |

SUMMARY OF EXPENSES.

| | |
|--|--------------|
| Maintaining the canal or real estate of the corporation and operating the canal..... | \$ 50,380 21 |
| For interest on floating debt..... | 255 14 |
| For surplus fund, for amount paid reducing loans..... | 27,389 16 |
| State taxes..... | 1,608 28 |
| Total..... | \$ 79,632 79 |
| Total amount of surplus fund..... | 37,863 76 |

Payments on account of construction.

Amount of preferred stock and rate of preference and for what issued.—None.

Amount of common stock now outstanding.—\$1,000,000.00.

Amount of stock dividends and dates issued.—None.

Rate and date of all cash dividends on stock of original and consolidated companies.—None.

REPORTS OF RAILROADS

Atlantic Coast Line Railroad Company

HISTORY

Exact name of common carrier making this report—Atlantic Coast Line Railroad Company.

Date of organization—The existing records of the company do not show the date of organization. The organization was doubtless effected soon after March 14, 1836, the date that the charter was granted by the General Assembly of Virginia.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Chartered and organized as Richmond and Petersburg Railroad Company by and under an act of the General Assembly of Virginia, passed March 14, 1836, being chapter 121 of the Acts of 1835-36. Amended by acts of the General Assembly of Virginia as follows:

Chapter 51, session 1853-54, passed February 18, 1854.

Chapter 218, session 1865-66, passed December 12, 1865.

Chapter 74, session 1866-67, passed January 16, 1867.

Chapter 17, session 1869-70, approved March 5, 1870.

Chapter 635, session 1897-98, approved March 1, 1898.

Chapter 18, session 1899-1900, approved January 12, 1900.

Under the act of the General Assembly of Virginia approved March 1, 1898, the Richmond and Petersburg Railroad Company, by deed from the Petersburg Railroad Company, all of the property, rights, powers, privileges and franchises of the said Petersburg Railroad Company, which then became merged into the Richmond and Petersburg Railroad Company. The Petersburg Railroad Company had been chartered by an act of the General Assembly of Virginia, passed February 10, 1830. Under the authority of said act of March 1, 1898, the name of the Richmond and Petersburg Railroad Company was, November 21, 1898, changed to Atlantic Coast Line Railroad Company of Virginia. April 21, 1900, the railroads, property, appurtenances and franchises of the Norfolk and Carolina Railroad Company, the Wilmington and Weldon Railroad Company and the Atlantic Coast Line Railroad Company of South Carolina were merged with and sold to the Atlantic Coast Line Railroad Company of Virginia and the name of the company was changed to

HISTORY—CONTINUED.

Atlantic Coast Line Railroad Company; all under authority of said act of the General Assembly of Virginia, approved January 12, 1900, and chapter 105 of the private laws of North Carolina, session 1899, ratified February 24, 1899, and article 3 of chapter 51 of the Civil Statute Laws of South Carolina, and chapter 50 of the Statutes at large of South Carolina, approved March 9, 1896. The Norfolk and Carolina Railroad Company had been incorporated as the Chowan and Southern Railroad Company by act of the General Assembly of Virginia, approved May 5, 1887, and under an amendment, approved January 27, 1888, the name was changed to Norfolk and Carolina Railroad Company. The Wilmington and Weldon Railroad Company had been chartered as the Wilmington and Raleigh Railroad Company by an act of the General Assembly of North Carolina, ratified January 3, 1834, and under an amendment ratified February 14, 1855, the name was changed to Wilmington and Weldon Railroad Company. The Atlantic Coast Line Railroad Company of South Carolina had been chartered by an act of the General Assembly of South Carolina, approved March 5, 1897. Under articles of agreement, consolidation and merger, made and entered into April 10, 1902, all of the capital stock, property and franchises of the Savannah, Florida and Western Railway Company were merged, united and consolidated with the Atlantic Coast Line Railroad Company, the said merger, union, etc., being "into the Atlantic Coast Line Railroad Company"; under the authority of said act of the General Assembly of Virginia, approved January 12, 1900, and article 3 of chapter 50 of the Code of laws of South Carolina, 1902, and section 2179 of the Code of Georgia, 1895, and section 2248 of the Code of Florida, 1892, and chapter 4615 of the laws of Florida, 1897, approved June 5, 1897, and sections 1167 and 1168 of the Code of Alabama, 1896, and No. 104 of the Acts of Alabama, 1900-01, approved December 10, 1900, amending section 1166 of said Code. The Savannah, Florida and Western Railway Company had been chartered November 25, 1879, under the provisions of a general act of the legislature of the State of Georgia, approved February 29, 1876, and this charter was amended by an act of the General Assembly of the State of Georgia, approved September 13, 1881.

Since April, 1902, the Atlantic Coast Line Railroad Company has lawfully acquired the property, rights, powers, privileges and franchises of the following companies:

St. John's and Lake Eustis Railroad Company, by deed dated June 12, 1902. This company on June 8, 1896, filed application for charter under the laws of the State of Florida, and this charter was issued on September 5, 1896. The purchase of this property was made under authority of said act of the General Assembly of Virginia of January 12, 1900, and section 2248 of the revised statutes of Florida, 1892, and chapter 4615, of the laws of Florida, 1897, approved June 5, 1897.

The Florida Southern Railroad Company, by deed dated March 19, 1903. This company on April 27, 1892, filed application for charter under the general laws of Florida, and on the same date this charter was issued. The purchase of this property was made under the same authority as in the case of St. John's and Lake Eustis Railroad Company.

The Sanford and St. Petersburg Railroad Company, by deed dated March 19, 1903. This company on August 12, 1893, filed application for charter

HISTORY—CONTINUED.

under the general laws of Florida, and this charter was issued October 26, 1893, and amended January 21, 1901. The purchase of this property was made under the same authority as in the case of St. John's and Lake Eustis Railroad Company.

Jacksonville and Southwestern Railroad Company, by deed dated July 28, 1904. This company on February 4, 1899, filed application for charter under the general laws of Florida, and this charter was issued March 11, 1899, and amended by certificate filed with and approved by the Secretary of the State of Florida, May 9, 1900. The purchase of this property was made under the same authority as in the case of St. John's and Lake Eustis Railroad Company.

The Winston and Bone Valley Railroad Company, by deed dated February 18, 1909. This company on December 21, 1892, filed application for charter under the general laws of the State of Florida, and this charter was issued on the same date. The purchase of this property was made under authority of said act of the General Assembly of Virginia of January 12, 1900, and sections 2812 and 2815 of the General Statutes of Florida, 1906.

The Conway, Coast and Western Railroad Company, by deed dated July 1, 1912. This company was incorporated as the Conway and Seashore Railroad Company, by an act of the General Assembly of South Carolina, approved February 28, 1899. Under authority of the general laws of South Carolina, the Secretary of State of South Carolina on July 28, 1904, granted an amendment to the charter, and under said amendment the name of the company was changed to Conway, Coast and Western Railroad Company. The purchase of this property was made under authority of the said act of the General Assembly of Virginia, approved January 12, 1900, and No. 446 of the acts of the General Assembly of South Carolina, session of 1912.

DIRECTORS.

| <i>Name.</i> | <i>Post-Office Address.</i> | <i>Date of Expiration of Term.</i> |
|-------------------------|-----------------------------|---|
| H. Walters..... | Baltimore, Md..... | Third Tuesday in November, 1913, or until his successor is elected and qualified. |
| Michael Jenkins..... | Baltimore, Md..... | |
| Waldo Newcomer..... | Baltimore, Md..... | |
| M. F. Plant..... | Groton, Conn..... | |
| Warren Delano..... | No. 1 Broadway, N. Y..... | |
| F. W. Scott..... | Richmond, Va..... | |
| Alexander Hamilton..... | Petersburg, Va..... | |
| E. B. Borden..... | Goldsboro, N. C..... | |
| Donald MacRae..... | Wilmington, N. C..... | |
| J. R. Kenly..... | Wilmington, N. C..... | |
| J. J. Lucas..... | Society Hill, S. C..... | |
| W. W. Mackall..... | Savannah, Ga..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|---|-------------------------|--------------------------|
| Chairman of the Board..... | H. Walters..... | 71 Broadway, N. Y. |
| President..... | T. M. Emerson..... | Wilmington, N. C. |
| First Vice-President..... | Alexander Hamilton..... | Petersburg, Va. |
| Second Vice-President..... | C. S. Gadsden..... | Charleston, S. C. |
| Third Vice-President..... | J. R. Kenly..... | Wilmington, N. C. |
| Fourth Vice-President..... | R. A. Brand..... | Wilmington, N. C. |
| Secretary..... | H. L. Borden..... | 71 Broadway, N. Y. |
| Treasurer..... | James F. Post..... | Wilmington, N. C. |
| General Counsel..... | Alexander Hamilton..... | Petersburg, Va. |
| Comptroller..... | H. C. Prince..... | Wilmington, N. C. |
| Auditor Passenger Receipts..... | Geo. S. LeGrand..... | Wilmington, N. C. |
| Auditor Freight Receipts..... | Ed. L. Prince..... | Wilmington, N. C. |
| Auditor Disbursements..... | H. H. McKee..... | Wilmington, N. C. |
| General Manager..... | W. N. Royall..... | Wilmington, N. C. |
| Chief Engineer..... | E. B. Pleasants..... | Wilmington, N. C. |
| Passenger Traffic Manager..... | W. J. Craig..... | Wilmington, N. C. |
| Freight Traffic Manager..... | James Mensies..... | Savannah, Ga. |
| General Passenger Agent..... | T. C. White..... | Wilmington, N. C. |
| General Freight Agent..... | J. W. Perrin..... | Wilmington, N. C. |
| General Freight Agent..... | C. McD. Davis..... | Savannah, Ga. |
| Agricultural and Immigration Agent..... | Wilbur McCoy..... | Jacksonville, Fla. |
| Agricultural and Immigration Agent..... | E. N. Clark..... | Wilmington, N. C. |

Officer to whom correspondence concerning this report should be addressed: Name, H. C. Prince; title, Comptroller; address, Wilmington, N. C.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

| NAME | CONTROL | | | | |
|---|---------------|-----------------------|---------|--------------------|--|
| | Sole or Joint | How Established | Extent | Direct or Indirect | Other Parties to Agreement For Joint Control |
| <i>Active Corporations:</i> | | | | | |
| *Louisville & Nashville R. R. Co..... | Joint.. | Purchase of stock.... | 51.00% | Direct... | Other stockholders, but no agreement. |
| South Carolina Pacific Ry. Co..... | Joint.. | Purchase of stock.... | 69.70% | Direct... | Other stockholders, but no agreement. |
| Belt Line Ry. Co. (Montgomery, Ala.)..... | Sole... | Purchase of stock.... | 100.00% | Direct. | |
| Washington & Vandremer R. R. Co..... | Sole... | Purchase of stock.... | 100.00% | Direct. | |
| Virginia & Carolina Southern R. R. Co.... | Joint.. | Purchase of stock.... | 99.29% | Direct... | Other stockholders, but no agreement. |
| †East Carolina Ry. Co.... | Sole... | Purchase of stock.... | 100.00% | | |

*Whilst this company controls the vote of a majority of the stock of the Louisville and Nashville Railroad Company, it does not in any sense control the Louisville and Nashville Railroad Company in its operation.

†While this company controls the vote of a majority of the stock of the East Carolina Railway, it does not in any sense control the operation of said property, because the property is leased and is operated by the lessee.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of officers—November 19, 1912.
 Date of last closing of stock books before end of year for which this report is made—Common stock, June 19, 1913; preferred stock, April 29, 1913.
 Total number of stockholders of record at that date—Common stock, 2,583; preferred stock, 66.
 Has each share of stock one vote?—Yes.
 Has any issue of securities contingent voting rights?—No.
 Has any issue of securities special privileges in the election of directors?—No.
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes, as to ability to elect directors. If control was so held, state:
 The form of control, whether sole or joint—Sole.
 The name of the controlling corporation or corporations—The Atlantic Coast Line Company.
 The manner in which control was established—Ownership of stock.
 The extent of control—52.85 per cent.
 Whether control was direct or indirect—Direct by ability to elect directors.
 Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

PROPERTY OPERATED JUNE 30, 1913.

Main Lines.

| | |
|---|----------------|
| Richmond, Va., to Port Tampa, Fla..... | 900.08 |
| Norfolk, Va., to Rocky Mount, N. C..... | 114.87 |
| Contentnea to Wilmington, N. C..... | 108.70 |
| Yadkin Junction (Wilmington) to Sanford, N. C..... | 116.40 |
| Wilmington to Wilmington Ry. Bridge (Hilton)..... | 1.83 |
| Wilmington Ry. Bridge (Navassa) to Pee Dee, S. C..... | 92.89 |
| Parkton, N. C., to Sumter, S. C..... | 97.97 |
| Florence, S. C., to Wadesboro, N. C..... | 64.18 |
| Sumter to Columbia, S. C..... | 42.70 |
| Florence to Robbins, S. C..... | 137.50 |
| Jesup, Ga., to Montgomery, Ala..... | 353.21 |
| Waycross to Folkston, Ga..... | 34.00 |
| Brunswick to Albany Junction, Ga..... | 166.81 |
| Dupont Junction, Ga., to Archer, Fla..... | 117.74 |
| Morrison to Fort Myers, Fla..... | 211.44 |
| Palatka to Gainesville and Brooksville, Fla..... | 145.00 |
| Paola Junction to St. Petersburg, Fla..... | 145.13 |
| | <hr/> 2,850.45 |

Branches.

| | |
|---|-------|
| Clopton to James River, Va..... | 4.55 |
| Colliers to Dunlop, Va..... | 6.51 |
| Bruce to Pig Point, Va..... | 5.48 |
| Spur to Pig Point Branch, Va..... | 1.05 |
| Drivers to Beach Grove, Va..... | 1.55 |
| Armstead to S. & R. Connection, Va..... | .70 |
| Weldon Junction to Weldon..... | .65 |
| Pender to Kinston, N. C..... | 85.82 |
| Tarboro Junction to Plymouth, N. C..... | 53.89 |
| Parrale Junction to Washington, N. C..... | 25.39 |
| Rocky Mount to Spring Hope, N. C..... | 19.20 |
| Goldsboro Junction to Smithfield, N. C..... | 21.50 |
| Warsaw to Clinton, N. C..... | 13.43 |
| Wilmington to New Bern, N. C..... | 86.21 |
| Castle Street (Wilmington) to Fernside..... | 4.11 |
| Elrod, N. C., to Conway, S. C..... | 71.38 |
| Floyds to Hartsville, S. C..... | 10.00 |

PROPERTY OPERATED JUNE 30, 1913—CONTINUED.

Branches—Continued.

| | |
|--|----------|
| Bennettsville, S. C., to Gibson, N. C..... | 10.82 |
| Latta to Clio, S. C..... | 19.78 |
| Elliott to Lucknow, S. C..... | 16.48 |
| Creston to Pagnalls, S. C..... | 40.81 |
| Myrtle Beach to Aynor..... | 30.56 |
| Eutawville to Ferguson, S. C..... | 6.16 |
| Ashley River Railroad Branch..... | 4.50 |
| Johns Island to Ashley River, S. C..... | 8.70 |
| Ravenel to Yonge's Island, S. C., and Branches..... | 21.02 |
| Green Pond to Ehrhardt, S. C..... | 37.67 |
| Albany, Ga., to Monticello, Fla..... | 82.47 |
| Climax, Ga., to Chattahoochee, Fla..... | 30.83 |
| Otisca to Amsterdam, Ga..... | 10.30 |
| Grimes to Abbeville, Ala..... | 26.90 |
| Waterford to Elba, Ala..... | 37.22 |
| Sprague to Luverne, Ala..... | 32.92 |
| Lake City Junction to Lake City, Fla..... | 18.90 |
| High Springs to Gainesville, Fla..... | 23.60 |
| Juliette to Ocala, Fla..... | 20.36 |
| Gulf Junction to Homosassa, Fla..... | 21.88 |
| Lake Alfred to Bartow, Fla..... | 16.20 |
| Rochelle to Gainesville, Fla..... | 9.37 |
| Micanopy Junction to Tacoma, Fla..... | 8.36 |
| Oaklawn to Citra, Fla..... | 6.40 |
| Leesburg Junction to Leesburg, Fla..... | 1.33 |
| Okahumpka to Yalaha, Fla..... | 6.56 |
| Deland Junction to Deland, Fla..... | 4.00 |
| Sanford to Lake Eustis, Fla..... | 28.62 |
| Sanford to Lake Charm, Fla..... | 17.60 |
| Astor to Leesburg, and Fort Mason to Lane Park, Fla..... | 47.42 |
| Kissimmee to Apopka, Fla..... | 34.00 |
| Kissimmee to Narcoossee, Fla..... | 14.40 |
| Thonotosassa Junction to Thonotosassa, Fla..... | 13.33 |
| Milledale to Perry..... | 163.23 |
| Winston to Fort Meade..... | 28.64 |
| Haines City to Sebring..... | 46.24 |
| Florence Villa to Niles..... | 5.66 |
| | <hr/> |
| Spurs to factories, mills, etc..... | 273.11 |
| | <hr/> |
| Total mileage owned—operated..... | 4,488.22 |

Leased Lines.

| | |
|--|-------|
| Central Railroad of South Carolina—Lanes to Sumter..... | 40.20 |
| South Carolina Pacific Railway—Bennettsville, S. C., to North Carolina State line..... | 10.50 |
| Tide Water Power Company—Wilmington, Dummy line..... | 1.25 |
| | <hr/> |
| | 51.95 |

Trackage Rights.

| | |
|---|-------|
| Goldsboro Union Station Company..... | .37 |
| Wilmington Railway Bridge Company—Hilton to Navassa..... | 2.46 |
| Southern Railway Company—Columbia, S. C..... | 1.51 |
| Columbia Union Station Company..... | .30 |
| Charleston and Western Carolina Railway Company—Robbins, S. C., to Augusta, Ga..... | 28.80 |
| Charleston Union Station Company..... | .30 |
| Augusta Union Station Company..... | .26 |
| Augusta and Summerville Railroad Company—Augusta, Ga..... | .56 |

PROPERTY OPERATED JUNE 30, 1913—CONTINUED.

Trackage Rights—Continued.

| | | |
|--|-------|----------|
| Savannah Union Station Company: | | |
| Georgia Junction to Division Line..... | 3.71 | |
| Southern Railway Company, Brunswick, Ga..... | 2.46 | |
| Jacksonville Terminal Company—Jacksonville Terminal Co's Line to Union Station.. | 2.59 | |
| St. John's River Terminal Company, Jacksonville, Fla..... | 4.30 | |
| Seaboard Air Line Railway—Aroher to Morristown, Fla..... | 19.62 | |
| Tampa Union Station Company..... | .31 | |
| Charlotte Harbor and Northern Railway Company—Pierce Junction to Chicora, Fla.. | 7.55 | |
| Belt Line Railway Company, Montgomery, Ala..... | 1.00 | |
| Louisville and Nashville Railroad Company, Montgomery, Ala..... | .61 | |
| | | 76.71 |
| Total mileage operated..... | | 4,616.88 |

ROAD JOINTLY OWNED OR ROAD JOINTLY LEASED.

| NAME | TERMINI | | Miles of Line for Each Road Named |
|-----------------------|----------------------------------|--|-----------------------------------|
| | From | To | |
| Georgia Railroad..... | Augusta, Ga..... | Athens, Ga..... | 171.00 |
| | Union Point, Ga..... | Athens, Ga..... | 40.00 |
| | Barrett, Ga..... | Washington, Ga..... | 18.00 |
| | Cammack, Ga..... | Cent. of Ga. Ry. Junction, near Macon..... | 74.00 |
| | Central of Ga. Ry. Junction..... | Macon, Ga., (trackage rights)..... | 4.00 |
| | | | 307.00 |
| | | | |

Explanatory Remarks.

Louisville and Nashville Railroad is joint lessee of Georgia Railroad.

PROPERTY OPERATED IN VIRGINIA JUNE 30, 1913.

Main Line.

| | | |
|---|-------|--------|
| Richmond to North Carolina State line..... | 73.42 | |
| Pinners Point to North Carolina State line..... | 34.38 | |
| | | 107.80 |

Branch Lines.

| | | |
|--------------------------------------|------|--------|
| Clopton to James River..... | 4.55 | |
| Colliers to Dunlop..... | 6.51 | |
| Bruce to Pig Point..... | 5.48 | |
| Spur to Pig Point branch..... | 1.05 | |
| Drivers to Beach Grove..... | 1.55 | |
| Armistead to S. & R. connection..... | .70 | |
| | | 19.84 |
| Spurs to factories, mills, etc..... | | 13.09 |
| Total mileage operated..... | | 140.73 |

MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

| DESIGNATION | STATE OR TERRITORY | NET INVESTMENT |
|-------------------------------------|---|----------------|
| Rails rented..... | Va., N. C., S. C., Ga., Fla. and Ala..... | \$ 518,645 51 |
| Material in private sidings..... | Va., N. C., S. C., Ga., Fla. and Ala..... | 179,515 93 |
| Wild lands..... | Fla..... | 24,929 24 |
| Railroad Y. M. C. A. Buildings..... | N. C., S. C. and Ga..... | 73,820 15 |
| | Total..... | \$ 796,910 83 |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|---|---------------|--------------------|------------------|------------------|---|-------------------------------|
| | | Date | TERM | | To | |
| | | | From | To | | |
| Central Railroad Company of South Carolina..... | 40.20 | Nov. 29, 1881... | Nov. 29, 1881... | Nov. 29, 1880.. | \$31,000 per year. Interest on \$104,600, 1st mortgage 6 per cent. bonds of South Carolina Pacific Railway Company. \$3,000 per year. | |
| South Carolina Pacific Railway Company..... | 10.50 | June 8, 1885... | June 8, 1885... | June 8, 1915... | | |
| Tidewater Power Company..... | 1.25 | Jan. 1, 1895.... | Jan. 1, 1895.... | Jan. 1, 1935.... | | |

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OPERATING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|---|------------------|--------------------|-------------------|------------------------------|--|-------------------------------|
| | | Date | TERM | | To | |
| | | | From | | | |
| Southside Development Company..... | 3.15 | June 1, 1911.... | June 1, 1911.... | June 1, 1921.... | \$1,000 per year. Florida East Coast Railway Company pays taxes and maintenance. | |
| Florida East Coast Railway Company..... | 3.90 | Apr. 22, 1899.... | Apr. 22, 1899.... | 30 days after notice..... | | |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | Term | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Rate | Interest | | |
|--|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|-------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>Mortgage Bonds:</i> Ash. Riv. R. R. 1st Mort- gage..... | 1877 | 1915 | \$ 40,000 | \$ 33,500 | ----- | ----- | ----- | 8 | J. & J. | \$ 2,680 00 | \$ 2,680 00 |
| R. & P. R. R. Co. 1st Mortgage..... | 1875 | 1915 | 50,000 | 24,500 | ----- | ----- | ----- | 7 | M. & N. | 1,715 00 | 1,715 00 |
| R. & P. R. R. Co. 1st Mortgage..... | 1875 | 1915 | 350,000 | 316,000 | ----- | ----- | ----- | 6 | M. & N. | 18,960 00 | 18,960 00 |
| S. S. O. & G. R. R. Co. 1st Mortgage..... | 1888 | 1918 | 3,000,000 | 492,000 | ----- | ----- | ----- | 4 | J. & J. | 19,680 00 | 19,680 00 |
| S. & St. P. R. R. Co. 1st Mortgage..... | 1894 | 1924 | 1,000,000 | 275,000 | ----- | ----- | ----- | 4 | J. & J. | 11,000 00 | 11,000 00 |
| P. R. R. Co., Class "A" 1st Mortgage..... | 1881 | 1926 | 1,000,000 | 868,000 | ----- | ----- | ----- | 5 | J. & J. | 43,400 00 | 43,400 00 |
| P. R. R. Co., Class "B" 2nd Mortgage..... | 1881 | 1926 | 1,000,000 | 800,000 | ----- | ----- | ----- | 6 | A. & O. | 48,000 00 | 48,000 00 |
| Ala. Mid. Ry. Co. 1st Mortgage..... | 1883 | 1928 | 2,800,000 | 2,800,000 | ----- | ----- | ----- | 5 | M. & N. | 140,000 00 | 140,000 00 |
| Nor. East R. R. Co. Con. Mortgage..... | 1882 | 1933 | 694,000 | 657,000 | ----- | ----- | ----- | 6 | J. & N. | 39,430 00 | 39,430 00 |
| S. F. & W. Ry. Co. 1st Mortgage..... | 1884 | 1934 | 6,500,000 | 4,056,000 | ----- | ----- | ----- | 6 | A. & O. | 243,360 00 | 243,360 00 |
| S. F. & W. Ry. Co. 1st Mortgage..... | 1884 | 1934 | ----- | 2,444,000 | ----- | ----- | ----- | 5 | A. & O. | 122,200 00 | 122,200 00 |
| W. & W. R. R. Co. Gen. 1st Mortgage..... | 1885 | 1935 | 3,062,000 | 3,062,000 | ----- | ----- | ----- | 5 | J. & J. | 153,100 00 | 153,100 00 |
| W. & W. R. R. Co. Gen. 1st Mortgage..... | 1885 | 1935 | 938,000 | 938,000 | ----- | ----- | ----- | 4 | J. & J. | 37,520 00 | 37,520 00 |
| Chas. & Sav. Ry. 1st Mortgage..... | 1886 | 1936 | 1,500,000 | 1,500,000 | ----- | ----- | ----- | 7 | J. & J. | 105,000 00 | 105,000 00 |
| B. & W. R. R. Co. 1st Mortgage..... | 1887 | 1938 | 3,000,000 | 1,407,000 | ----- | ----- | ----- | 4 | J. & J. | 56,280 00 | 56,280 00 |
| Nor. & Car. R. R. Co. 1st Mortgage..... | 1889 | 1939 | 1,500,000 | 1,320,000 | ----- | ----- | ----- | 5 | A. & O. | 66,000 00 | 66,000 00 |
| R. & P. R. R. Con. Mort- gage..... | 1890 | 1940 | 1,000,000 | 300,000 | ----- | ----- | ----- | 4 1/2 | A. & O. | 13,500 00 | 13,500 00 |
| Fla. Sou. R. R. Co. 1st Mortgage..... | 1895 | 1945 | 4,241,000 | 2,418,000 | ----- | ----- | ----- | 4 | J. & J. | 96,720 00 | 96,720 00 |

REPORT STATE CORPORATION COMMISSION

FUNDED DEBT—CONTINUED.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not held by Re- spondent | Rate | INTEREST | | |
|--|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|-------|----------------------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>Mortgage Bonds—Con't.:</i> | | | | | | | | | | | | |
| Nor. & Car. R. R. Co. 2nd Mortgage | 1896 | 1946 | \$ 500,000 | \$ 400,000 | ----- | ----- | ----- | \$ 400,000 | 5 | J. & J. | \$ 20,000 00 | \$ 20,000 00 |
| W. & N. B. R. R. Co. 2nd Mortgage | 1897 | 1947 | 500,000 | 106,000 | ----- | ----- | ----- | 106,000 | 4 | F. & A. | 4,240 00 | 4,240 00 |
| A. C. L. R. R. Co. Gen. 1st Mortgage | 1898 | 1948 | 8,000,000 | 5,547,000 | ----- | \$ 500,000 | ----- | 5,047,000 | 4 | J. & J. | 201,880 00 | 201,880 00 |
| A. C. L. R. R. Co. 1st Con- Mortgage | 1902 | 1952 | 80,000,000 | 51,326,750 | \$ 2,438,750 | 75,000 | ----- | 48,813,000 | 4 | M. & S. | 1,952,520 00 | 1,952,520 00 |
| A. C. L. R. R. Co. Unified Mortgage | 1909 | 1959 | 200,000,000 | 25,209,584 | 15,542,584 | ----- | ----- | 9,517,000 | 4 | J. & D. | 286,180 00 | 274,513 33 |
| | | | \$ 320,675,000 | \$ 106,300,334 | \$ 17,981,334 | \$ 575,000 | \$ 150,000 | \$ 87,594,000 | ----- | ----- | \$ 3,683,355 00 | \$ 3,671,688 33 |
| <i>Collateral Trust Bonds:</i> | | | | | | | | | | | | |
| A. C. L. R. R. Co., L. & N. R. R. Co. | 1902 | 1952 | \$ 35,000,000 | \$ 35,000,000 | ----- | ----- | ----- | \$ 35,000,000 | 4 | M. & N. | \$ 1,400,000 00 | \$ 1,400,000 00 |
| <i>Plain Bonds, Debentures and Notes:</i> | | | | | | | | | | | | |
| A. C. L. R. R. Co. Con. Deb. Bonds | 1909 | 1939 | \$ 25,562,500 | \$ 4,484,015 | ----- | ----- | ----- | \$ 4,484,015 | 4 | M. & M. | \$ 236,580 43 | \$ 276,661 77 |
| A. C. L. R. R. Co. New Cts. Indb. Dated as Issued Irredeemable | 1902 | ----- | 25,000,000 | 232,900 | ----- | ----- | ----- | 232,900 | 4 | M. & N. | 9,316 00 | 9,316 00 |
| W. & W. R. R. Co. Ind. | 1887 | ----- | 2,500,000 | 600 | ----- | ----- | ----- | 600 | 7 | A. & O. | 42 00 | 42 00 |
| A. C. L. R. R. Co. Old Cts. Ind. | 1900 | ----- | 3,000,000 | 500 | ----- | ----- | ----- | 500 | 4 | J. & J. | 20 20 | 20 20 |
| | | | \$ 54,062,500 | \$ 4,718,015 | ----- | ----- | ----- | \$ 4,718,015 | ----- | ----- | \$ 245,958 43 | \$ 286,089 77 |
| <i>Income Bonds:</i> | | | | | | | | | | | | |
| B. & W. R. R. Co. | 1887 | ----- | \$ 3,000,000 | \$ 41,000 | ----- | ----- | ----- | \$ 41,000 | 5 | Jan. 2 each year if earned | \$ 2,300 00 | \$ 2,300 00 |
| Total | | | \$ 412,737,500 | \$ 146,059,349 | \$ 17,981,334 | \$ 575,000 | \$ 150,000 | \$ 127,363,015 | ----- | ----- | \$ 3,631,613 43 | \$ 5,360,028 10 |

EQUIPMENT TRUST OBLIGATIONS.
General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | EQUIPMENT COVERED |
|--|------------------|----------|--------------------|---|
| Atlantic Coast Line R. R. Co. equipment 4 per cent. gold bonds (Series "A") | March 1, 1907 | 10 years | 20 | 20 switching engines. 13 passenger engines. 66 freight engines. 2,500 box cars. 780 flat cars. 25 passenger coaches. 8 combination mail and express cars. 20 express cars. |
| Atlantic Coast Line R. R. Co. equipment 4½ per cent. gold bonds (Series "B") | December 1, 1911 | 10 years | 20 | 15 pacific type passenger locomotives. 20 consolidation freight locomotives. 1,000 steel underframe box cars. 100 steel underframe flat cars. 25 steel underframe passenger coaches. 7 steel underframe combination mail and express cars. 8 steel mail cars. 9 steel underframe express cars. |

STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION | Cash Paid on Delivery of Equipment | DEFERRED PAYMENTS | | | | INTEREST | |
|---|------------------------------------|------------------------|------------------------|------------------------|----------------------|--------------------------------|-----------------------------|
| | | PRINCIPAL | | INTEREST | | Amount Accrued During the Year | Amount Paid During the Year |
| | | Original Amount | Amount Outstanding | Original Amount | Amount Outstanding | | |
| Atlantic Coast Line Railroad Co. 4 per cent. gold bonds (Series "A") | \$ 500,000 00 | \$ 4,500,000 00 | \$ 1,798,000 00 | \$ 945,000 00 | \$ 161,680 00 | \$ 79,420 00 | \$ 85,420 00 |
| Atlantic Coast Line Railroad Co. equipment 4½ per cent. gold bonds (Series "B") | 277,777 78 | 2,500,000 00 | 2,125,000 00 | 590,925 00 | 430,312 50 | 103,125 00 | 104,062 50 |
| Total | \$ 777,777 78 | \$ 7,000,000 00 | \$ 3,923,000 00 | \$ 1,535,925 00 | \$ 591,992 50 | \$ 182,545 00 | \$ 189,482 50 |

REPORT STATE CORPORATION COMMISSION

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD By Respondent | | | | Total Par Value Not Held by Respondent | INTEREST | | | Amount Paid During the Year |
|---|---------------------------------------|---------------|--------------------------|---------------------------------|---|---|-------------------------------------|----------------------------|-----------------------------------|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | Charged to Construction | |
| | | | | | | Charged to Income | | | |
| Mortgage bonds..... | \$ 106,300,334 | \$ 17,981,334 | \$ 575,000 | \$ 150,000 | \$ 87,594,000 | \$ 3,683,355 00 | | | \$ 3,671,688 33 |
| Collateral trust bonds..... | 35,000,000 | | | | 35,000,000 | 1,400,000 00 | | | 1,400,000 00 |
| Plain bonds, debentures and notes..... | 4,718,015 | | | | 4,718,015 | 245,958 43 | | | 286,039 77 |
| Income bonds..... | 41,000 | | | | 2,300 00 | 2,300 00 | | | 2,300 00 |
| Equipment trust obligat ons..... | 3,923,000 | | | | 3,923,000 | 182,545 00 | | | 189,482 50 |
| Total..... | \$ 149,982,349 | \$ 17,981,334 | \$ 575,000 | \$ 150,000 | \$ 131,276,015 | \$ 5,514,158 43 | | | \$ 5,549,510 60 |
| PURPOSE OF THE ISSUE | | | | | | | | | |
| Issued for construction of new properties..... | | | | | | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized | |
| Issued for additions and betterments..... | | | | | \$ 10,005,584 | | \$ 379,000 | | |
| Issued for purchase of railway or other property..... | | | | | 200,000 | | 22,462,884 | | |
| Issued for acquisition of securities..... | | | | | | | 11,130,000 | | |
| Issued for refundment of securities..... | | | | | | | 35,000,000 | | |
| Remainder of funded debt..... | | | | | | | 49,431,065 | | |
| Total..... | | | | | \$ 10,200,584 | | 31,579,400 | | |
| | | | | | | | \$ 149,982,349 | | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------|------------------------|----------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 68,755,700 | \$ 68,755,700 | ..... | 4,495.27 | \$ 15,295 |
| Funded debt..... | 149,982,349 | 149,982,349 | ..... | 4,495.27 | 33,364 |
| Total..... | \$ 218,738,049 | \$ 218,738,049 | ..... | 4,495.27 | \$ 48,659 |

PREMIUM ON SECURITIES.

On Stocks.

| CLASS OF STOCK | Net Amount of Premium |
|----------------|--------------------------|
| Common..... | \$ 4,819,292 50 |

DISCOUNT ON SECURITIES.

On Stocks.

| CLASS OF STOCK | Net Amount of Discount |
|----------------|---------------------------|
| Preferred..... | \$ 349,500 00 |

SECURITY FOR FUNDED DEBT.—JUNE 30, 1913.

| <i>Class of Bond.</i> | | <i>What Road Mortgaged.</i> | <i>Miles.</i> |
|---|-------------------------------|---|---------------|
| ASHLEY RIVER RAILROAD | | | |
| Eight per cent. bonds..... | \$ 33,500 first mortgage..... | From Junction with N. E. R. R. (near 7 mile post from Char- leston) to Bee's Ferry (Ashley river)..... | 4.20 |
| A. C. L. R. R. Con. 4s..... | second mortgage | (as above). | |
| A. C. L. R. R. Un. 4s..... | third mortgage | (as above). | |
| | | Bonds per mile, \$7,976.19. | |
| RICHMOND AND PETERSBURG RAILROAD | | | |
| Seven per cent. bonds..... | \$ 24,500 | | |
| Six per cent. bonds..... | 316,000 first mortgage | Richmond to Petersburg..... | 22.40 |
| Four and one-half per cent. bonds..... | 300,000 second mortgage | Richmond to Petersburg. | |
| | first mortgage | Clopton to James River..... | 4.55 |
| | \$ 640,500 | Total..... | 26.95 |
| A. C. L. R. R. Con. 4s..... | second mortgage | Clopton to James River. | |
| A. C. L. R. R. Con. 4s..... | third mortgage | Richmond to Petersburg. | |
| A. C. L. R. R. Un. 4s..... | third mortgage | Clopton to James River. | |
| A. C. L. R. R. Un. 4s..... | fourth mortgage | Richmond to Petersburg. | |
| | | Bonds per mile, \$23,766.23. | |

SECURITY FOR FUNDED DEBT—CONTINUED.

| <i>Class of Bond.</i> | <i>What Road Mortgaged.</i> | <i>Miles.</i> |
|--|---|---------------|
| SILVER SPRINGS, OCALA AND GULF RAILROAD | | |
| Four per cent. bonds.....\$ 492,000 first mortgage | Juliette to Inverness..... | 21.59 |
| | Juliette to Ocala..... | 20.36 |
| | Gulf Junction to Homosassa..... | 21.88 |
| | Total..... | 63.83 |
| A. C. L. R. R. Con. 4s.....second mortgage | (as above). | |
| A. C. L. R. R. Un. 4s.....third mortgage | (as above). | |
| | Bonds per mile, \$7,707.97. | |
| SANFORD AND ST. PETERSBURG RAILROAD | | |
| Four per cent. bonds.....\$ 275,000 first mortgage | Sylvan Lake (near Sanford) to St. Petersburg Wharf..... | 145.13 |
| A. C. L. R. R. Con. 4s.....second mortgage | (as above). | |
| A. C. L. R. R. Un. 4s.....third mortgage | (as above). | |
| | Bonds per mile, \$1,894.85. | |
| PETERSBURG RAILROAD | | |
| Five per cent. bonds.....\$ 868,000 first mortgage | Petersburg to Weldon..... | 60.10 |
| | Collier to Dunlop..... | 6.51 |
| | Western Branch..... | 3.15 |
| Six per cent. bonds.....800,000 second mortgage | (as above). | |
| | Total..... | 69.76 |
| \$ 1,668,000 | (as above). | |
| A. C. L. R. R. Con. 4s.....third mortgage | (as above). | |
| A. C. L. R. R. Un. 4s.....fourth mortgage | (as above). | |
| | Bonds per mile, \$23,910.55. | |
| ALABAMA MIDLAND RAILWAY | | |
| Five per cent. bonds.....\$ 2,800,000 first mortgage | Montgomery to Bainbridge..... | 174.00 |
| A. C. L. R. R. Con. 4s.....second mortgage | (as above). | |
| A. C. L. R. R. Un. 4s.....third mortgage | (as above). | |
| | Bonds per mile, \$16,091.95. | |
| NORTHEASTERN RAILROAD | | |
| Six per cent. bonds.....\$ 657,000 first mortgage | Florence to Charleston..... | 101.70 |
| A. C. L. R. R. of S. C. 4s.....second mortgage | (as above). | |
| A. C. L. R. R. Con. 4s.....third mortgage | (as above). | |
| A. C. L. R. R. Un. 4s.....fourth mortgage | (as above). | |
| | Bonds per mile, \$6,460.18. | |
| SAVANNAH, FLORIDA AND WESTERN RAILWAY | | |
| Six per cent. bonds.....\$ 4,056,000 | | |
| Five per cent. bonds.....2,444,000 first mortgage | Central Junction to Southover Junction..... | 4.11 |
| | Liberty Street, Savannah, to North Tower..... | 3.85 |
| | Branch to Savannah River Wharf..... | 3.00 |
| | Division Line Savannah Union Station Co.'s Track to Jesup Junction..... | 55.439 |
| | Folkston to St. John's River, Jacksonville..... | 42.073 |
| | Jesup to Bainbridge..... | 179.21 |
| | Waycross to Folkston..... | 34.00 |
| | Albany to Thomasville..... | 58.50 |

SECURITY FOR FUNDED DEBT—CONTINUED.

| <i>Class of Bond</i> | <i>What Road Mortgage?</i> | <i>Miles</i> |
|--|--|--------------|
| SAVANNAH, FLORIDA AND WESTERN RAILWAY—Continued | | |
| | Climax to Chattahoochee..... | 30.83 |
| | Dupont to High Springs..... | 93.64 |
| | Lake City Junction to Lake City..... | 18.90 |
| | High Springs to Gainesville..... | 23.60 |
| | Total..... | 547.15 |
| A. C. L. R. R. Con. 4s.....second mortgage | (as above). | |
| A. C. L. R. R. Un. 4s.....third mortgage | (as above). | |
| | Bonds per mile, \$11,879.74 | |
| WILMINGTON AND WELDON RAILROAD | | |
| Five per cent. bonds.....\$ 3,062,000 | | |
| Four per cent. bonds.....938,000 first mortgage | | |
| | \$4,000,000 | |
| | Weldon to South Carolina State line..... | 172.60 |
| | Weldon to Weldon Junction.... | 0.65 |
| | Tarboro to Rocky Mount..... | 14.38 |
| | Pender to Kinston..... | 85.82 |
| | Parmele Junction to Washington..... | 25.39 |
| | Rocky Mount to Spring Hope.. | 19.20 |
| | Contentnea to Wilmington..... | 105.00 |
| | Goldsboro Junction to Smithfield..... | 21.50 |
| | Warsaw to Clinton..... | 13.43 |
| | Elrod to Boardman (Hub)..... | 21.38 |
| | Total..... | 479.35 |
| A. C. L. R. R. Con. 4s.....second mortgage | (as above). | |
| A. C. L. R. R. Un. 4s.....third mortgage | (as above). | |
| | Bonds per mile, \$8,344.63. | |
| CHARLESTON AND SAVANNAH RAILWAY | | |
| Seven per cent. bonds.....\$ 1,500,000 first mortgage | | |
| | Bee's Ferry (Ashley River) to Central Junction (Savannah) | 96.60 |
| | John's Island Station to Ashley River (Opposite Charleston). | 8.70 |
| | Ravenel to Yonges Island.... | 5.70 |
| | Total..... | 111.00 |
| A. C. L. R. R. Con. 4s.....second mortgage | (as above). | |
| A. C. L. R. R. Un. 4s.....third mortgage | (as above). | |
| | Bonds per mile, \$13,513.51. | |
| BRUNSWICK AND WESTERN RAILROAD | | |
| Four per cent. bonds.....\$ 1,407,000 first mortgage | | |
| | Brunswick to (So. Ry.) 4 mile Crossing..... | 4.56 |
| | Southern Junction to Albany Junction..... | 162.25 |
| | Total..... | 166.81 |
| A. C. L. R. R. Con. 4s.....second mortgage | (as above). | |
| A. C. L. R. R. Un. 4s.....third mortgage | (as above). | |
| | Bonds per mile, \$8,434.75. | |

| <i>Class of Bond.</i> | <i>What Road Mortgaged.</i> | <i>Miles.</i> |
|---|---|---------------|
| NORFOLK AND CAROLINA RAILROAD | | |
| Five per cent. bonds.....\$ 1,320,000 first mortgage | Pinners Point (Norfolk) to Tarboro..... | 100.49 |
| | Bruce to Pig Point..... | 5.48 |
| | Belleville Spur to Pig Point.... | 1.05 |
| | Drivers to Beach Grove..... | 1.55 |
| | Armistead to S. R. Connection.. | 0.70 |
| | Total..... | 109.27 |
| Five per cent. bonds.....\$ 400,000 second mortgage | (as above). | |
| \$ 1,720,000 | | |
| A. C. L. R. R. Con. 4s.....third mortgage | (as above). | |
| A. C. L. R. R. Un. 4s.....fourth mortgage | (as above). | |
| | Bonds per mile, \$15,740.83. | |
| THE FLORIDA SOUTHERN RAILROAD | | |
| Four per cent. bonds.....\$ 2,418,000 first mortgage | Palatka to Brooksville..... | 145.00 |
| | Bartow to Punta Gorda..... | 73.15 |
| | Micanopy Junction to Tacoma.. | 8.36 |
| | Leesburg Junction to Leesburg.. | 1.33 |
| | Oaklawn to Citra..... | 6.40 |
| | Rochelle to Gainesville..... | 9.37 |
| | Total..... | 243.61 |
| A. C. L. R. R. Con. 4s.....second mortgage | (as above). | |
| A. C. L. R. R. Un. 4s.....third mortgage | (as above). | |
| | Bonds per mile, \$9,925.70 | |
| WILMINGTON AND NEWBERN RAILROAD | | |
| Four per cent. bonds.....\$ 106,000 first mortgage | Wilmington Junction to New Bern Wharf..... | 86.21 |
| | Wilmington (Castle Street) to Fernside..... | 4.11 |
| | Total..... | 90.32 |
| A. C. L. R. R. Con. 4s.....second mortgage | (as above). | |
| A. C. L. R. R. Un. 4s.....third mortgage | (as above). | |
| | Bonds per mile, \$1,173.60 | |
| ATLANTIC COAST LINE RAILROAD OF SOUTH CAROLINA | | |
| Four per cent. bonds.....\$ 5,547,000 first mortgage | North Carolina State line to Pee Dee..... | 24.63 |
| | Latta to Clio..... | 19.78 |
| | Florence to Wadesboro..... | 64.18 |
| | Floyds to Hartsville..... | 10.00 |
| | Darlington to Gibson..... | 36.13 |
| | Darlington to Sumter..... | 37.64 |
| | Sumter to Robbins..... | 98.50 |
| | Creston to Pregnalls..... | 40.81 |
| | Eutawville to Ferguson..... | 6.16 |
| | Elliott to Lucknow..... | 16.48 |
| | Wilmington to Wil. Ry. Bridge Co.'s track (Hilton)..... | 1.83 |
| | Navassa (Wil. Ry. Bridge Co.'s track) to Pee Dee..... | 92.89 |

SECURITY FOR FUNDED DEBT—CONTINUED.

| <i>Class of Bond.</i> | <i>What Road Mortgaged.</i> | <i>Miles.</i> |
|---|--------------------------------|---------------|
| ATLANTIC COAST LINE RAILROAD OF SOUTH CAROLINA | | |
| (Continued) | | |
| | Pee Dee to Florence..... | 12.82 |
| | Florence to Columbia..... | 81.70 |
| | Conway to Boardman (Hub)... | 50.00 |
| | Total..... | 593.55 |
| A. C. L. R. R. Con. 4s.....second mortgage | (as above). | |
| A. C. L. R. R. Un. 4s.....third mortgage | (as above). | |
| | Bonds per mile, \$9,345.46. | |
| ATLANTIC COAST LINE RAILROAD | | |
| Four per cent. Con. Bonds, \$51,326,750 | | |
| (\$750 scrip).....first mortgage | Tarboro to Plymouth..... | 53.89 |
| | Goldsboro Belt Line..... | 3.70 |
| | Yadkin Junction (near Wil- | |
| | mington) to Sanford..... | 116.40 |
| | Parkton to South Carolina | |
| | State line..... | 34.57 |
| | Maxton Junction to Maxton.... | .45 |
| | Green Pond to Ehrhardt..... | 37.67 |
| | Jesup to Folkston..... | 53.57 |
| | Thomasville to Monticello..... | 23.97 |
| | Otisca to Amsterdam (Cohn | |
| | Extension)..... | 10.30 |
| | Grimes to Abbeville..... | 26.90 |
| | Waterford to Elba..... | 37.22 |
| | Sprague to Luverne..... | 32.92 |
| | Jacksonville (Jax. Ter. Co's | |
| | Jct.) to Port Tampa..... | 248.12 |
| | Punta Gorda to Fort Myers.... | 28.31 |
| | DeLand Junction to DeLand.... | 4.00 |
| | Sanford to Lake Eustis (Tava- | |
| | ree)..... | 28.62 |
| | Sanford to Lake Charm..... | 17.90 |
| | Kissimmee to Narcoossee..... | 14.40 |
| | Kissimmee to East Apopka.... | 34.00 |
| | High Springs to Archer..... | 24.10 |
| | Morrison to Juliette..... | 12.36 |
| | Leesburg to Astor..... | 37.94 |
| | Fort Mason to Lane Park..... | 9.48 |
| | Inverness to Bartow..... | 76.03 |
| | Lake Alfred to Bartow..... | 16.20 |
| | Thonotosassa Junction to | |
| | Thonotosassa..... | 13.33 |
| | Winston to Tiger Bay..... | 25.30 |
| | Total..... | 1,021.35 |
| A. C. L. R. R. Un. 4s.....second mortgage | (as above). | |
| | Bonds per mile, \$50,253.83. | |
| A. C. L. R. R. four per cent. | | |
| Un. bonds.....\$25,209,584.36 | | |
| (\$1,584.36 scrip).....first mortgage | Aynor to Myrtle Beach..... | 30.56 |
| | Yonges Island Branches: | |
| | Blitches..... | 3.26 |
| | Hollywood..... | 7.63 |
| | Toogoodoo..... | 4.43 |
| | | 15.32 |

SECURITY FOR FUNDED DEBT—CONTINUED.

| <i>Class of Bond.</i> | <i>What Road Mortgaged.</i> | <i>Miles.</i> |
|---|---|---------------|
| ATLANTIC COAST LINE RAILROAD—Continued. | | |
| | Ashley River Phosphate Branch | 4.50 |
| | Milldale (St. John's River) to Perry..... | 163.23 |
| | Okahumpka to Yalaha..... | 6.56 |
| | Florence Villa to Niles..... | 5.66 |
| | Enterprise Junction to Enterprise..... | 3.90 |
| | Fort Meade to Tiger Bay..... | 3.24 |
| | Haines City to Sebring..... | 46.24 |
| | Total..... | 279.31 |
| | Bonds per mile, \$90,256.65. | |

RECAPITULATION MORTGAGED MILEAGE.

| | <i>Miles.</i> |
|---|-------------------|
| Ashley River Railroad..... | 4.20 |
| Richmond and Petersburg Railroad..... | 26.95 |
| Silver Springs, Ocala and Gulf Railroad..... | 63.83 |
| Sanford and St. Petersburg Railroad..... | 145.13 |
| Petersburg Railroad..... | 69.76 |
| Alabama Midland Railway..... | 174.00 |
| Northeastern Railroad..... | 101.70 |
| Savannah, Florida and Western Railway..... | 547.15 |
| Wilmington and Weldon Railroad..... | 479.35 |
| Charleston and Savannah Railway..... | 111.00 |
| Brunswick and Western Railroad..... | 166.81 |
| Norfolk and Carolina Railroad..... | 109.27 |
| The Florida Southern Railroad..... | 243.61 |
| Wilmington and Newbern Railroad..... | 90.32 |
| Atlantic Coast Line Railroad of South Carolina..... | 593.55 |
| Atlantic Coast Line Railroad first Con. mortgage..... | 1,021.35 |
| Atlantic Coast Line Railroad Unified mortgage..... | 279.31 |
| Total mortgaged mileage..... | 4,227.29 |
| Total mortgage bonds..... | \$ 106,300,334.36 |
| Bonds per mile of mortgaged mileage..... | \$ 25,146.21 |

EQUIPMENT, INCOME, AND OTHER PROPERTY MORTGAGED.

Total Equipment Owned.

BRUNSWICK AND WESTERN RAILROAD

Income bonds.....\$41,000 five per cent. if earned.

ATLANTIC COAST LINE RAILROAD

(Louisville and Nashville Collateral) four

per cent. bonds.....\$ 35,000,000 Louisville and Nashville R. R.
 Co. Stock.....\$ 36,720,000
 Louisville Property Co. Stock... 306,000

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.

| ACCOUNT | Through Issue of Securities | Property Retired or Converted | Total |
|---|-----------------------------------|-------------------------------------|-----------------|
| Right of way and station grounds..... | \$ 47,628 06 | | \$ 47,628 06 |
| Real estate..... | 199,614 81 | \$ 5,500 00 | 194,114 81 |
| Widening cuts and fills..... | 22,233 31 | | 22,233 31 |
| Protection of banks and drainage..... | 8,114 46 | | 8,114 46 |
| Grade reductions and changes of line..... | 183,822 26 | | 183,822 26 |
| Bridges, trestles and culverts..... | 291,652 65 | | 291,652 65 |
| Increased weight of rail..... | 199,422 06 | | 199,422 06 |
| Track fastenings and appurtenances..... | 23,892 72 | | 23,892 72 |
| Additional main tracks..... | 326,924 48 | | 326,924 48 |
| Sidings and spur tracks..... | 176,785 37 | 35,528 96 | 141,256 41 |
| Terminal yards..... | 172,740 09 | | 172,740 09 |
| Fencing right of way..... | 2,884 50 | | 2,884 50 |
| Elimination of grade crossings..... | 15,541 49 | | 15,541 49 |
| Interlocking apparatus..... | 58,619 11 | | 58,619 11 |
| Block and other signal apparatus..... | 79,154 29 | | 79,154 29 |
| Telegraph and telephone lines..... | 48,972 17 | | 48,972 17 |
| Station buildings and fixtures..... | 392,569 14 | | 392,569 14 |
| Roadway machinery and tools..... | 202 27 | | 202 27 |
| Shops, enginehouses and turntables..... | 122,869 57 | | 122,869 57 |
| Shop machinery and tools..... | 44,613 21 | | 44,613 21 |
| Water and fuel stations..... | 20,375 19 | 900 00 | 19,475 19 |
| Grain elevators and storage warehouses..... | 125,969 14 | | 125,969 14 |
| Dock and wharf property..... | 202,753 46 | | 202,753 46 |
| Electric light and power plants..... | 5,292 79 | | 5,292 79 |
| Equipment..... | 3,236,989 59 | 414,607 00 | 2,822,382 59 |
| Other additions and betterments..... | 165,267 02 | 1,489 09 | 163,777 93 |
| Total..... | \$ 6,174,903 25 | \$ 458,025 06 | \$ 5,716,878 20 |

Explanatory Remarks.

"Other Additions and Betterments" covers expenditures for work not covered, specifically, by the classification, viz.:

- Crocooting plant.
- Rock crushing plants.
- Section houses.
- Track scales.
- Packing houses, etc.

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | Through Issue of Securities | | | |
| I. ROAD: | | | | |
| Engineering..... | \$ 24,070 36 | \$ 32,502 13 | \$ 150,207 69 | \$ 206,780 18 |
| Right of way and station grounds..... | 17,352 86 | 64,713 98 | 399,067 28 | 481,124 20 |
| Real estate..... | | 194,114 81 | 214,300 56 | 408,415 37 |
| Grading..... | 197,684 76 | 226,530 21 | 1,450,084 81 | 1,904,299 78 |
| Bridges, trestles and culverts. | 39,671 36 | 391,692 02 | 2,210,452 92 | 2,641,816 30 |
| Ties..... | 78,488 85 | 96,332 35 | 477,876 11 | 652,607 29 |
| Rails..... | 293,101 51 | 435,822 62 | 2,581,686 56 | 3,310,610 69 |
| Frogs and switches..... | 8,498 06 | 22,139 39 | 66,539 12 | 97,176 57 |
| Track fastenings and other material..... | 35,984 02 | 65,785 21 | 166,890 37 | 268,659 60 |
| Ballast..... | | 27,868 55 | 36,564 95 | 64,433 50 |
| Track laying and surfacing..... | 32,470 68 | 91,254 37 | 276,394 32 | 400,119 37 |
| Roadway tools..... | | 215 29 | 1,135 68 | 1,350 97 |
| Fencing right of way..... | 14,836 33 | 1,240 47 | 30,545 68 | 46,122 43 |
| Crossings and signs..... | 481 70 | 20,470 46 | 18,422 67 | 39,374 83 |
| Interlocking and other signal apparatus..... | | 143,865 20 | 143,578 23 | 287,443 43 |
| Telegraph and telephone lines..... | | 47,172 17 | 178,113 66 | 225,285 83 |
| Station buildings and fix- tures..... | 13,615 19 | 215,583 27 | 642,299 29 | 871,497 75 |
| General office buildings and fixtures..... | | 144,693 53 | 340 00 | 145,033 53 |
| Shops, enginehouses and turntables..... | | 112,411 13 | 714,064 53 | 826,475 66 |
| Shop machinery and tools..... | | 44,613 21 | 117,477 14 | 162,090 35 |
| Water stations..... | 862 50 | 20,567 23 | 106,451 21 | 127,680 94 |
| Fuel stations..... | | 4,751 85 | 36,015 75 | 40,767 60 |
| Storage warehouses..... | | 124,645 67 | 72,010 09 | 196,655 76 |
| Dock and wharf property..... | | 204,300 04 | 72,246 97 | 276,547 01 |
| Electric light plants..... | | 3,655 10 | 17,835 16 | 21,490 26 |
| Miscellaneous structures..... | 4,278 00 | 157,555 37 | 104,096 95 | 265,930 32 |
| Transportation of men and material..... | | | 25,063 62 | 25,063 62 |
| Rent of equipment..... | | | 17,201 89 | 17,201 89 |
| Repairs of equipment..... | | | 429 41 | 429 41 |
| Cost of road purchased..... | 198,500 99 | | 275,000 00 | 473,500 99 |
| Total..... | \$ 959,197 17 | \$ 2,894,495 61 | \$ 10,632,392 65 | \$ 14,486,085 43 |
| II. EQUIPMENT: | | | | |
| Steam locomotives..... | | \$ 996,919 51 | \$ 1,422,748 45 | \$ 2,419,667 96 |
| Passenger-train cars..... | | 195,975 25 | 735,741 34 | 931,716 59 |
| Freight-train cars..... | \$ 1,275 00 | 1,577,239 09 | 5,253,329 37 | 6,831,843 46 |
| Work equipment..... | | 44,688 74 | 192,921 47 | 237,610 21 |
| Floating equipment..... | | 7,580 00 | 31,036 59 | 38,596 59 |
| Total..... | \$ 1,275 00 | \$ 2,822,382 59 | \$ 7,635,777 22 | \$ 10,459,434 81 |
| III. GENERAL EXPENDITURES: | | | | |
| Taxes..... | | | \$ 9 76 | \$ 9 76 |
| Interest and commissions..... | | | 259,583 60 | 259,583 60 |
| Other expenditures..... | | | 338 14 | 338 14 |
| Total..... | | | \$ 259,931 50 | \$ 259,931 50 |
| RECAPITULATION. | | | | |
| I. Road..... | \$ 959,197 17 | \$ 2,894,495 61 | \$ 10,632,392 65 | \$ 14,486,085 43 |
| II. Equipment..... | 1,275 00 | 2,822,382 59 | 7,635,777 22 | 10,459,434 81 |
| III. General expenditures..... | | | 259,931 50 | 259,931 50 |
| Total..... | \$ 960,472 17 | \$ 5,716,878 20 | \$ 18,528,101 37 | \$ 25,206,451 74 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | Amount |
|---|--------------------------|
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 118,942,804 70 |
| Equipment..... | 25,808,719 39 |
| Investment since June 30, 1907..... | 25,306,461 74 |
| Total..... | \$ 169,051,975 83 |
| Reserve for accrued depreciation—Cr..... | 9,292,832 24 |
| Net total..... | \$ 160,659,143 59 |
| Cost per mile of line (4,495.27) miles..... | 35,739 00 |

INCOME STATEMENT.

| | |
|--|------------------|
| OPERATING INCOME: | |
| <i>Rail Operations:</i> | |
| Rail operations—Revenues..... | \$ 36,123,071 51 |
| Rail operations—Expenses..... | 24,635,531 59 |
| Net revenue rail operations..... | \$ 11,487,539 92 |
| Railway tax accruals..... | 1,451,477 25 |
| Railway operating income..... | \$ 10,036,062 67 |
| OTHER INCOME: | |
| Income from lease of road..... | \$ 6,222 70 |
| Hire of equipment—Credit balance..... | 198,849 46 |
| Joint facility rent income..... | 240,215 67 |
| Miscellaneous rent income..... | 85,049 59 |
| Net profit from miscellaneous physical property..... | 39,477 58 |
| Dividend income..... | 2,699,979 86 |
| Income from funded securities..... | 146,633 90 |
| Income from unfunded securities and accounts..... | 305,479 33 |
| Total other income..... | 3,721,908 18 |
| Total income..... | \$ 13,757,970 85 |
| DEDUCTIONS FROM GROSS INCOME: | |
| Deductions for lease of other roads..... | \$ 40,276 00 |
| Joint facility rent deductions..... | 112,680 21 |
| Miscellaneous rent deductions..... | 5,861 85 |
| Separately operated properties—Loss..... | 185,952 25 |
| Interest deductions for funded debt..... | 5,514,158 43 |
| Transfer of income to other companies..... | 8,346 87 |
| Miscellaneous deductions..... | 491 66 |
| Total deductions..... | 5,868,768 27 |
| Net income..... | \$ 7,889,202 58 |
| DISPOSITION OF NET INCOME: | |
| Appropriations of income to sinking and other reserve funds..... | 6,000 00 |
| Income balance transferred to credit of profit and loss..... | \$ 7,883,202 58 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|------------------|------------------|
| Balance (at beginning of fiscal period)..... | | \$ 25,228,063 51 |
| Credit balance transferred from income account..... | | 7,883,302 58 |
| Delayed income credits..... | | 149,160 43 |
| Miscellaneous..... | | 162,241 67 |
| Dividend appropriations of surplus..... | \$ 4,590,181 50 | |
| Debt discount extinguished through surplus..... | 630,000 00 | |
| Loss on retired road and equipment..... | 37,918 05 | |
| Delayed income debits..... | 25,518 12 | |
| Miscellaneous debits..... | 243,063 61 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | 27,895,986 91 | |
| Total..... | \$ 33,422,668 19 | \$ 33,422,668 19 |

*Explanatory Remarks.**Delayed Income Credits:*

| | | |
|--|---------------|---------------|
| Express revenue under new contract applicable to prior period..... | \$ 137,881 16 | |
| Charged operating expenses prior period in error..... | 6,594 16 | |
| Sundry small items..... | 4,685 11 | |
| | | \$ 149,160 43 |

Miscellaneous Credits:

| | | |
|---|--------------|------------|
| Accrued dividends on stock issued collected from new stockholders..... | \$ 68,097 23 | |
| Difference between cost of \$200,000 unified bonds, bought at 80 and par..... | 20,000 00 | |
| Unclaimed wages of three years standing..... | 13,889 97 | |
| Liquidated value of C. C. & W. R. R. Co. stock..... | 32,858 32 | |
| Sundry small items..... | 27,396 15 | |
| | | 162,241 67 |

Delayed Income Debits:

| | |
|--|--------------|
| Adjustment of taxes accrued account..... | \$ 25,518 12 |
|--|--------------|

Miscellaneous Debits:

| | | |
|---|--------------|------------|
| Paid for cancellation of contract between Cummer Lumber Co. & J. & S. W. R. R. Co. assumed by this company..... | \$ 29,000 00 | |
| Losses in property abandoned carried in B6 (a) physical property..... | 13,653 88 | |
| Adjustment of book value of our holding of P. & O. S. S. Co. securities..... | 199,000 00 | |
| Sundry small items..... | 1,429 73 | |
| | | 243,063 61 |

NOTE—Property abandoned, charged to Profit and Loss, \$37,918.05.

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Par Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|----------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| A. C. L. R. R. Co., common..... | 3½ | ----- | \$ 62,306,700 | ----- | \$ 2,180,734 50 | 1912 | 1912 |
| A. C. L. R. R. Co., common..... | 3½ | ----- | 68,557,200 | ----- | 2,399,502 00 | 1913 | 1913 |
| A. C. L. R. R. Co., preferred..... | 2½ | ----- | 198,500 | ----- | 4,962 50 | 1912 | 1912 |
| A. C. L. R. R. Co., preferred..... | 2½ | ----- | 198,500 | ----- | 4,962 50 | 1913 | 1912 |
| Total..... | | | | ----- | \$ 4,590,161 50 | ----- | ----- |

TRANSFER OF INCOME TO OTHER COMPANIES.

| NAME OF COMPANY | Amount |
|--------------------------|-------------|
| James River Branch..... | \$ 5,389 67 |
| Connection Railroad..... | 2,957 20 |
| Total..... | \$ 8,346 87 |

SECURITIES OWNED—STOCKS.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | UNPLEGDED | | DIVIDENDS DECLARED | |
|--|--------------------|-----------------------|----------------------|-----------------------|--------------------|--------------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railroads—Active: | | | | | | |
| South Carolina Pacific Railway Company..... | | | \$ 69,700 00 | \$ 465 00 | | |
| Augusta Union Station Company..... | | | 37,500 00 | 1,875 00 | | \$ 75 00 |
| Charleston Union Station Company..... | | | 25,000 00 | 25,000 00 | 4 | 1,000 00 |
| Columbia Union Station Company..... | | | 50,000 00 | 50,000 00 | 4 | 2,000 00 |
| Jacksonville Terminal Company..... | | | 50,000 00 | | | |
| Savannah Union Station Company..... | | | 100,000 00 | 8,071 58 | | |
| Wilmington Railway Bridge Company..... | | | 20,000 00 | 20,000 00 | | |
| Augusta and Summerville Railroad Company..... | | | 25,000 00 | 9,527 50 | | |
| Goldsboro Union Station Company..... | | | 5,000 00 | 5,000 00 | | |
| Atlantic and East Coast Terminal Company..... | | | 12,500 00 | 12,500 00 | 4 | 200 00 |
| Tampa Union Station Company..... | | | 10,000 00 | 10,000 00 | | |
| Albany Passenger Terminal Company..... | | | 3,000 00 | 3,000 00 | | |
| Total..... | | | \$ 407,700 00 | \$ 145,440 06 | | \$ 3,275 00 |
| Stocks of companies held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Louisville and Nashville Railroad Company..... | \$36,720,000 00 | \$51,674,290 58 | \$ 445,000 00 | \$ 445,000 00 | 7 | \$ 2,356,200 00 |
| Richmond-Washington Company..... | | | 47,900 00 | 63,666 01 | 4 | 17,800 00 |
| Atlanta and West Point Railroad Company—Ga. R. R. option of..... | | | 110,650 00 | 149,377 50 | 6 | 2,874 00 |
| Atlanta and West Point Railroad—Ga. R. R. lease (our)..... | | | 468,050 00 | | 6 | 6,538 00 |
| Western Railway Company of Alabama—Ga. R. R. lease (our)..... | | | 750,000 00 | | 6 | 26,083 00 |
| Belt Line Railway Company, Montgomery, Ala..... | | | 200,000 00 | | 5 | 37,500 00 |
| Columbia, Newberry and Laurens Railroad Company..... | | | 235,400 00 | 10,000 00 | | |
| Washington and Vandemere Railroad Company..... | | | 125,000 00 | 12,100 00 | | |
| Augusta Belt Line Railway Company..... | | | 62,100 00 | 1,000 00 | | |
| East Carolina Railway Company..... | | | 32,500 00 | 62,100 00 | | |
| Lexington Terminal Railway Company..... | | | 55,500 00 | 32,275 66 | | |
| Milledgeville Railway Company..... | | | 3,300 00 | 11,832 47 | | |
| Monroe Railroad Company..... | | | 15,000 00 | 23,319 06 | | |
| Norfolk and Portsmouth Belt Line Railroad Company..... | | | 50,000 00 | 6,246 47 | | |
| Rockingham Railroad Company..... | | | 7,200 00 | 7,708 09 | | |
| Virginia and Carolina Southern Railroad Company..... | | | 140,000 00 | 17,000 00 | | |
| | | | | 89,183 28 | | |

| | | | | | | |
|---|-------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Other than railway companies—Active: | | | | | | |
| Atlantic Land and Improvement Company | ----- | ----- | ----- | ----- | ----- | ----- |
| Chesapeake Steamship Company | ----- | ----- | ----- | ----- | ----- | ----- |
| Pennsylvania and Occidental Steamship Company | ----- | ----- | ----- | ----- | ----- | ----- |
| Louisville Property Company | ----- | ----- | ----- | ----- | ----- | ----- |
| Total | ----- | \$37,026,000 00 | \$51,674,220 58 | \$ 6,704,600 00 | \$ 4,009,221 56 | \$ 2,695,284 86 |

*Dividend of 2½ per cent. \$30,600,000 \$1,071,000

*Dividend of 3½ per cent. 36,720,000 1,295,200

\$2,356,200

†Should read option to Ga. R. R. and Banking Company to purchase at expiration lease of Georgia Railroad.

SECURITIES OWNED—CONTINUED.

Marketable Securities—Stocks.

| NAME OF CORPORATION AND SECURITY | Par Value of Securities Owned | Cost or Book Value | DIVIDENDS DECLARED | |
|--|-------------------------------------|-----------------------|--------------------|-----------|
| | | | Rate | Amount |
| Railway companies—Active: | | | | |
| Charleston Terminal Company..... | \$ 100,000 00 | \$ 62,549 79 | ----- | ----- |
| Live Oak, Perry and Gulf R. R. Co. | 300 00 | ----- | ----- | ----- |
| Other than railway companies—Active: | | | | |
| Atlantic Compress Co., Atlanta, Ga. | 52,100 00 | 52,100 00 | ----- | ----- |
| Parker Cotton Mill Co., Columbia, S. C. | 2,800 00 | 1,360 00 | ----- | ----- |
| common stock..... | 14,000 00 | 13,000 00 | 3 | \$ 420 00 |
| Parker Cotton Mill Co., Columbia, S. C. | ----- | ----- | ----- | ----- |
| preferred stock..... | ----- | ----- | ----- | ----- |
| Total..... | \$ 169,200 00 | \$ 129,009 79 | ----- | \$ 420 00 |

Marketable Securities—Funded Debt.

| NAME OF CORPORATION AND SECURITY | Par Value of Securities Owned | Cost or Book Value | INTEREST ACCRUED | |
|--|-------------------------------------|-----------------------|------------------|---------------|
| | | | Rate | Amount |
| Railway companies—Active: | | | | |
| East Carolina R. R. Co. bonds..... | \$ 296,000 00 | \$ 277,311 11 | 4 | \$ 11,840 00 |
| Live Oak, Perry and Gulf R. R. Co. | 743,000 00 | 731,000 00 | 5 | 36,259 45 |
| bonds..... | 35,000 00 | 35,000 00 | 4 | 1,400 00 |
| Monroe R. R. Co. bonds..... | 28,000 00 | 26,014 80 | 4½ | 1,260 00 |
| Goldsboro Union Station Co. bonds..... | 119,000 00 | 116,620 00 | 5 | 5,950 00 |
| Laurinburg and Southern R. R. Co. | 250,000 00 | 237,500 00 | 5 | 12,500 00 |
| bonds..... | 225,000 00 | 211,500 00 | 5 | 11,250 00 |
| Rockingham R. R. Co. bonds..... | 417,000 00 | 397,089 72 | 5 | 20,850 00 |
| Belt Line Ry. Co. (Montgomery, Ala.) | 250,000 00 | 225,000 00 | 4 | 10,000 00 |
| bonds..... | ----- | ----- | ----- | 153 75 |
| Monroe R. R. Co. bonds, Ga. R. R. | 15,500 00 | ----- | 4 | 620 00 |
| lease (our)..... | 7,282 45 | 7,282 45 | 4 | 291 30 |
| Columbia Union Station Co., certifi- cates of indebtedness..... | 9,900 00 | 9,900 00 | 5 | 528 47 |
| Live Oak, Perry and Gulf R. R. Co. | 13,000 00 | 13,000 00 | 5 | 306 93 |
| notes..... | 666,000 00 | 599,400 00 | 4 | 26,640 00 |
| East Carolina Railway Co. notes..... | 205,948 60 | 52,974 30 | 4 | 6,064 00 |
| Other than railway companies—Active: | 750,000 00 | 100,000 00 | ----- | ----- |
| Atlantic Land and Improvement Co. | ----- | ----- | ----- | ----- |
| Chesapeake Steamship Co., certificates of indebtedness..... | ----- | ----- | ----- | ----- |
| Peninsular and Occidental Steamship Co. acknowledgment of indebtedness..... | ----- | ----- | ----- | ----- |
| Total..... | \$ 4,030,631 05 | \$ 3,029,592 38 | ----- | \$ 145,913 90 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | PAR VALUE | DIVIDENDS OR INTEREST |
|---|------------------|--------------------------|
| STOCKS: | | |
| Stocks of railway companies—Active..... | \$ 39,913,700 00 | \$ 2,452,371 00 |
| Stocks of other than railway companies..... | 4,324,900 00 | 247,608 88 |
| Total..... | \$ 44,238,600 00 | \$ 2,699,979 88 |
| FUNDED DEBT: | | |
| Funded debt of respondent "in treasury" and "pledged as col- lateral"..... | \$ 18,706,334 36 | |
| Funded debt of railway companies—Active..... | 2,493,482 45 | \$ 113,209 90 |
| Funded debt of other than railway companies—Active..... | 1,621,948 60 | 32,704 00 |
| Total..... | \$ 22,821,765 41 | \$ 145,913 90 |
| MISCELLANEOUS SECURITIES: | | |
| Miscellaneous securities of other than railway companies—Active (South Carolina State bonds included)..... | \$ 16,000 00 | \$ 720 00 |
| Total..... | \$ 16,000 00 | \$ 720 00 |

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Interstate Commerce Commission?—No.

SINKING AND OTHER FUNDS.

Income and Disbursements During the Year.

| NAME OF FUND | INCOME | | | | Disburse- ments |
|---|-------------------------------------|---------------------------------------|----------------------------|--------------|--------------------|
| | Cash Approp- riations to Fund | Income to Fund from Investments | Other Income to Fund | Total | |
| Sinking and redemption funds: | | | | | |
| Deposit to pay equip- ment, 4% bonds..... | \$ 450,000 00 | ----- | ----- | ----- | \$ 450,000 00 |
| Deposit to pay equip- ment 4% bonds..... | 250,000 00 | ----- | ----- | ----- | 250,000 00 |
| Total..... | \$ 700,000 00 | ----- | ----- | ----- | \$ 700,000 00 |
| Insurance and other re- serve funds: | | | | | |
| Fire insurance fund..... | \$ 55,820 01 | \$ 6,000 00 | \$ 1,442 04 | \$ 63,262 05 | \$ 78,509 29 |

SINKING AND OTHER FUNDS—CONTINUED.

Assets on June 30, 1913.

| NAME OF FUND AND SECURITY | SECURITIES IN FUND | | Cash in Fund | Total |
|---|--------------------|--------------------|---------------|---------------|
| | Par Value | Cost or Book Value | | |
| Sinking and redemption funds: | | | | |
| Safe Deposit and Trust Co. deposit to redeem equipment trust 4% "A" bonds | | | \$ 153,000 00 | \$ 153,000 00 |
| Safe Deposit and Trust Co. deposit to redeem equipment trust 4% "B" bonds | | | 20,833 33 | 20,833 33 |
| Total | | | \$ 173,833 33 | \$ 173,833 33 |
| Insurance and other reserve funds: | | | | |
| Fire Insurance Fund (A. C. L. R. R. Co. unified 4% bonds) | \$ 150,000 00 | \$ 150,000 00 | | \$ 150,000 00 |
| Lake Shore and Michigan Sou. 1 year 4% notes | 50,000 00 | 49,709 85 | | 49,709 85 |
| Cash | | | \$ 20,657 62 | 20,657 62 |
| Total | \$ 200,000 00 | \$ 199,709 85 | \$ 20,657 62 | \$ 220,367 47 |

OPERATING RESERVES.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|------------------------------------|-------------------------|----------------------------|-------------------------------|-------------------------|
| Reserve for loss and damage claims | \$ 237,926 35 | \$ 233,040 75 | \$ 178,531 50 | \$ 292,435 60 |
| Reserve for overcharge claims | 194,046 93 | 104,078 66 | 94,369 49 | 203,756 10 |
| Total | \$ 431,973 28 | \$ 337,119 41 | \$ 272,900 99 | \$ 496,191 70 |

RESERVES FROM INCOME OR SURPLUS.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|----------------------------------|-------------------------|----------------------------|-------------------------------|-------------------------|
| Invested in other reserve funds: | | | | |
| Fire insurance fund | \$ 150,000 00 | | | \$ 150,000 00 |

ADVANCES TO PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES.

Temporary Advances for Various Purposes.

| NAME OF COMPANY | Amount |
|--|-----------------|
| Georgia Railroad Company advances..... | \$ 279,847 77 |
| Georgia Railroad Company lease account..... | 131,176 51 |
| Columbia Union Station Company..... | 248 43 |
| Atlantic and East Coast Terminal Company..... | 316,332 80 |
| Jacksonville Terminal Company..... | 19,830 14 |
| Goldboro Union Station Company..... | 2,154 72 |
| Charleston Union Station Company..... | 3,894 14 |
| Wilmington Railway Bridge Company..... | 21,819 95 |
| Washington and Vandemere Railroad Company..... | 131,424 16 |
| Winston-Salem Southbound Railway Company..... | 415,000 00 |
| Augusta and Summerville Railroad Company..... | 7,543 12 |
| Virginia and Carolina Southern Railroad Company..... | 74,928 30 |
| Atlantic Land and Improvement Company..... | 797,778 03 |
| Charleston Terminal Company..... | 15,000 00 |
| Peninsular and Occidental Company..... | 100,000 00 |
| Savannah Union Station Company..... | 947 44 |
| Total..... | \$ 2,317,925 51 |

SPECIAL DEPOSITS.

| DESIGNATION OF DEPOSIT AND DESCRIPTION OF SECURITY OR PROPERTY | SECURITIES | | Cash | Total |
|--|---------------|-----------------------|-------------|---------------|
| | Par Value | Cost or Book Value | | |
| To secure lease of the Georgia Railroad: | | | | |
| A. C. L. R. R. Co. of S. C. 4% bonds..... | \$ 500,000 00 | \$ 500,000 00 | ----- | \$ 500,000 00 |
| A. C. L. R. R. Co. consol. 4% bonds..... | 75,000 00 | 75,000 00 | ----- | 75,000 00 |
| To secure lease of the Central R. R. of South Carolina: | | | | |
| State of South Carolina 4½% bonds..... | 16,000 00 | 16,000 00 | ----- | 16,000 00 |
| Proceeds of land under mortgages sold and held for re-investment..... | ----- | ----- | \$ 9,511 18 | 9,511 18 |
| Live Oak, Perry and Gulf R. R. Co. stock..... | 5,700 00 | ----- | ----- | ----- |
| Total..... | \$ 596,700 00 | \$ 591,000 00 | \$ 9,511 18 | \$ 600,511 18 |

RENTS RECEIVABLE.

From Joint Facilities.

| FACILITY LEASED AND LOCATION | NAME OF LESSEE | Amount |
|---|---|---------------|
| <i>Joint Tracks:</i> | | |
| Selma-Pinners Point..... | Southern Railway Company..... | \$ 85,346 09 |
| Tarboro..... | East Carolina Railway Company..... | 17 83 |
| Columbia..... | Southern Railway Company..... | 26 28 |
| Magnolia Junction-Vardelle Company..... | Southern Railway Company..... | 1,486 96 |
| Hardesville-Central Junction..... | Southern Railway Company..... | 15,926 36 |
| Central Junction-Jacksonville..... | Southern Railway Company..... | 109,509 86 |
| Mulberry..... | Charlotte Harbor and Northern Railway Company..... | 345 76 |
| <i>Joint Yards and Terminals:</i> | | |
| Richmond..... | R. F. & P. R. R. Co..... | 2,096 88 |
| Port Norfolk..... | Southern Railway Company..... | 90 84 |
| Selma..... | Southern Railway Company..... | 102 72 |
| Tarboro..... | East Carolina Railway Company..... | 360 00 |
| Washington..... | Washington and Vandemere Railroad Company..... | 1,300 80 |
| Pembroke..... | Seaboard Air Line Railway..... | 50 88 |
| Sanford..... | Southern Railway Company..... | 254 03 |
| Wilmington..... | Cape Fear Chemical Company..... | 49 05 |
| Wilmington..... | Seaboard Air Line Railway..... | 3,147 24 |
| Pregnalls..... | Southern Railway Company..... | 17 34 |
| Fayetteville..... | Raleigh and Southport Railroad Co..... | 914 25 |
| Wadesboro..... | Winston-Salem Southbound Railway Co..... | 1,206 05 |
| Gibson..... | Rockingham Railroad Company..... | 276 13 |
| Lanes..... | Georgetown and Western Railroad Company..... | 240 00 |
| Sumter..... | Norfolk and Western Railroad Company of South Carolina..... | 646 80 |
| Hope Mills..... | Virginia and Carolina Southern Railroad Company..... | 600 00 |
| Charleston..... | Southern Railway Company..... | 728 40 |
| Columbia..... | Columbia, Newberry and Laurens Railroad Company..... | 37 23 |
| Sylvester..... | Gulf Line Railroad Company..... | 57 80 |
| Thomasville..... | Florida Central Railroad Company..... | 600 00 |
| Jesup..... | Southern Railway Company..... | 1,852 27 |
| Offerman..... | Atlanta, Birmingham and Atlantic Railroad Company..... | 13 13 |
| Brunswick..... | Southern Railway Company..... | 597 78 |
| Waycross..... | Atlanta, Birmingham and Atlantic Railroad Company..... | 1,320 00 |
| Albany..... | Georgia Northern Railroad Company..... | 79 90 |
| Albany..... | Ga. So. West and Gulf R. R. Co..... | 28 64 |
| Albany..... | Central of Georgia Railway Company..... | 86 38 |
| Albany..... | Seaboard Air Line Railway..... | 26 58 |
| Naylor..... | Milltown Air Line Railroad Company..... | 180 00 |
| Jacksonville..... | Jacksonville Terminal Company..... | 180 00 |
| Haylow..... | Ga. S. u. and Fla. Railway Company..... | 5 00 |
| Haylow..... | Statenville Railroad Company..... | 5 00 |
| Palatka..... | Florida East Coast Railway Company..... | 1,255 44 |
| Palatka..... | Ga. Sou. and Fla. Ry. Co..... | 587 04 |
| Sanford..... | Sou. and Everglades Railroad Company..... | 60 00 |
| River Junction..... | Apalachicola Northern Railroad Co..... | 571 16 |
| River Junction..... | Seaboard Air Line Railway..... | 595 59 |
| River Junction..... | Louisville and Nashville Railroad Company..... | 602 04 |
| Ocala..... | Ocala and Southwestern Railway Company..... | 936 00 |
| Mulberry..... | Charlotte Harbor and Northern Railway Company..... | 83 52 |
| Carters..... | Lake Man. and Clearmont Railway Co..... | 94 64 |
| Montgomery..... | Belt Line Railway Company..... | 1,430 27 |
| Montgomery..... | Mobile and Ohio Railroad Company..... | 3,561 89 |
| Dothan..... | Central of Georgia Railway Company..... | 27 77 |
| Total..... | | \$ 240,215 67 |

RENTS RECEIVABLE—CONTINUED.

From Lease of Road.

| Road Leased | LOCATION | NAME OF LESSEE | Amount |
|-------------------------|---|----------------------------------|-------------|
| Western Branch..... | Petersburg, Va..... | Southside Development Co. | \$ 999 99 |
| James River Branch..... | Richmond, Va..... | Operated by R. F. & P. R. R. Co. | 5,222 80 |
| Enterprise Branch..... | Enterprise, Fla., to Enterprise, Jct., Fla. | Fla. East Coast Ry. Co..... | |
| | Total..... | | \$ 6,222 79 |

Miscellaneous Rents.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Amount |
|--------------------------------------|----------------|--------------|
| Land and buildings..... | Various..... | \$ 85,049 59 |

RENTS PAYABLE.

For Joint Facilities.

| FACILITY LEASED AND LOCATION | NAME OF LESSOR | Amount |
|-----------------------------------|--|---------------|
| <i>Joint Tracks:</i> | | |
| Weldon-Garysburg..... | Seaboard Air Line Railway..... | \$ 426 95 |
| Hilton-Navaasa..... | Wil. Ry. Bridge Co..... | 5,425 00 |
| Columbia..... | Southern Railway Company..... | 340 08 |
| Robbins-Augusta..... | C. & W. C. Ry. Co..... | 12,646 40 |
| Archer Branch..... | Seaboard Air Line Railway..... | 8,742 51 |
| Pierce Junction-Chicora..... | Charlotte Harbor and Northern Railway Company..... | 1,696 58 |
| <i>Joint Yards and Terminals:</i> | | |
| Richmond..... | Richmond, Fredericksburg and Potomac Railroad Company..... | 65 11 |
| Petersburg..... | Norfolk and Western Railway Company..... | 1,619 81 |
| Portsmouth..... | Southern Railway Company..... | 425 00 |
| Port Norfolk..... | Southern Railway Company..... | 380 74 |
| Goldsboro..... | Goldsboro Union Station Company..... | 2,356 43 |
| New Bern..... | New Bern Union Station..... | 2,280 09 |
| Weldon..... | Seaboard Air Line Railway..... | 250 00 |
| Wadesboro..... | Winston-Salem Southbound Railway Co..... | 435 00 |
| Maxton..... | Seaboard Air Line Railway..... | 110 00 |
| Pregnalls..... | Southern Railway Company..... | 80 71 |
| Columbia..... | Columbia Union Station Company..... | 1,207 69 |
| Jackson..... | C. & W. C. Railway Company..... | 5 47 |
| Charleston..... | Charleston Union Station Company..... | 10,256 12 |
| Augusta..... | Augusta Union Station Company..... | 900 06 |
| Augusta..... | C. & W. C. Railway Company..... | 853 20 |
| Savannah..... | Savannah Union Station Company..... | 16,761 32 |
| Jacksonville..... | Jacksonville Terminal Company..... | 16,085 29 |
| Jacksonville..... | St. John's River Terminal Company..... | 4,386 83 |
| Jacksonville..... | Atlantic and East Coast Ter. Co..... | |
| East Jacksonville..... | Seaboard Air Line Railway..... | 25 00 |
| Tampa..... | Tampa Union Station Company..... | 8,771 97 |
| Montgomery..... | Belt Line Railway Company..... | 13,637 33 |
| Montgomery..... | Louisville and Nashville Railroad Co..... | 3,619 53 |
| Total..... | | \$ 113,680 21 |

RENTS PAYABLE—CONTINUED.

Deductions for Lease of Other Roads.

| ROAD LEASED | Guaranteed Interest on Bonds | Guaranteed Dividends on Stocks | Cash | Total |
|--------------------------------------|------------------------------------|--------------------------------------|---------------|--------------|
| Central R. R. of South Carolina..... | ----- | ----- | \$ 31,000 00 | \$ 31,000 00 |
| South Carolina Pacific Ry. Co..... | \$ 6,276 00 | ----- | ----- | 6,276 00 |
| Dummy Line, Wilmington, N. C..... | ----- | ----- | 3,000 00 | 3,000 00 |
| Total..... | \$ 6,276 00 | ----- | \$ 340,000 00 | \$ 40,276 00 |

Miscellaneous Rent Deductions.

| Description of Property | LOCATION | NAME OF LESSOR | Amount |
|--|-------------------------------|---|-------------|
| Use of wharf and unloading facilities..... | Wilmington, N. C..... | Wilmington Compress and W. H. Co..... | \$ 2,068 42 |
| Right of way dummy line, Wilmington..... | Wilmington, N. C..... | Worth, Worth Est. and Miss. Burruss..... | 1,999 86 |
| Use of streets..... | Augusta, Ga..... | City of Augusta, Ga..... | 1,666 60 |
| Rent of right of way for spur tracks, etc..... | Va., N. C., S. C. and Ga..... | Various..... | 126 97 |
| | Total..... | ----- | \$ 5,861 85 |

MISCELLANEOUS DEDUCTIONS.

| NATURE OF DEDUCTION | Amount |
|---------------------------------|-----------|
| Interest on overdue claims..... | \$ 491 66 |

SEPARATELY OPERATED PROPERTIES.

| NAME OF PROPERTY | LOCATION | Deficit |
|-----------------------|--|---------------|
| Georgia Railroad..... | Augusta to Atlanta, Ga., with branches to Athens, Washington and Macon, Ga. | \$ 185,953 25 |

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | Total Compensation |
|--------------------------------|-------------------------------------|---------------------------------------|-----------------------|
| | Locomotive- Days or Car- Days | Locomotive- Miles or Car- Miles | |
| ACCURED ON EQUIPMENT BORROWED: | | | |
| Passenger locomotives..... | 2,345 | 25,178 | \$ 24,169 91 |
| Freight locomotives..... | | | |
| Work locomotives..... | | | |
| Passenger-train cars..... | 1,885 | 3,511,344 | 111,411 62 |
| Freight-train cars..... | 4,781,333 | 16,851 | 1,858,905 98 |
| Work cars..... | 817 | | 2,012 31 |
| Total..... | 4,786,380 | 3,553,373 | \$ 1,996,499 82 |
| ACCURED ON EQUIPMENT LOANED: | | | |
| Passenger locomotives..... | 1,911 | 26,420 | \$ 20,005 94 |
| Freight locomotives..... | | | |
| Work locomotives..... | | | |
| Passenger-train cars..... | 931 | 3,177,540 | 90,041 38 |
| Freight-train cars..... | 5,947,263 | 23,712 | 2,263,514 99 |
| Work cars..... | 1,948 | 832 | 3,068 36 |
| Total..... | 5,952,053 | 3,228,504 | \$ 2,376,630 67 |

CAR MILEAGE.

*Statement of Mileage, Rates and Amounts Paid Private Car Line Companies for Year
June 1, 1912, to May 31, 1913.*

| NAME OF COMPANY | Kind | Rate | Mileage | Amount |
|---|----------------|-------|------------|------------|
| Armour Car Lines: | | | | |
| (a) Armour & Company..... | Box..... | 6-10 | 3,462 | \$ 20 78 |
| (b) Armour Refrigerator Line..... | Ref..... | 3/4 | 698,837 | 5,241 27 |
| (c) Fruit Grower's Express..... | Ref..... | 3/4 | 18,161,558 | 136,211 66 |
| (d) Hoister Columbus Association Breweries..... | Ref..... | 3/4 | 1,147 | 8 60 |
| (e) Tropical Refrigerator Express..... | Ref..... | 3/4 | 85,133 | 638 49 |
| (f) Barbarossa Refrigerator Line..... | Ref..... | 3/4 | 1,515 | 11 37 |
| American Cotton Oil Company..... | Tank..... | 3/4 | 479,175 | 3,593 80 |
| American Refrigerator Transit Company..... | Ref..... | 3/4 | 57,814 | 433 58 |
| Arms Palace Horse Car Company..... | Stock..... | 6-10 | 12,478 | 74 78 |
| Atlantic Seaboard Despatch..... | Tk. & Ref..... | 3/4 | 21,288 | 159 64 |
| Alabama Cotton Oil Company..... | Box..... | 6-10 | 544 | 3 26 |
| American Tank Line..... | Tank..... | 3/4 | 146 | 1 09 |
| Atlantic Turpentine and Refining Co..... | Tank..... | 3/4 | 4,325 | 32 42 |
| Abernathy Furniture Company..... | Furn..... | 6-10 | 914 | 5 48 |
| Barney & Smith Car Company..... | Flat..... | 6-10 | 43,496 | 260 99 |
| Bower, Henry Chemical Company..... | Tank..... | 3/4 | 5,902 | 44 24 |
| Barrett Manufacturing Company..... | Tank..... | 3/4 | 2,298 | 17 23 |
| Bass, T. A..... | Ref..... | 3/4 | 29,695 | 222 69 |
| Cudahy Refrigerator Line..... | Ref..... | 3/4 | 20,014 | 150 11 |
| Crescent Tank Line..... | Tank..... | 3/4 | 9,801 | 73 51 |
| Cudahy Milwaukee Refrigerator Line..... | Ref..... | 3/4 | 1,984 | 14 88 |
| Chicago Refrigerator Despatch..... | Ref..... | 3/4 | 14,719 | 110 40 |
| Cold Blast Transportation Company..... | Ref..... | 3/4 | 35,876 | 289 07 |
| Charleston Refinery Company..... | Tank..... | 3/4 | 39,024 | 292 67 |
| Chicago, New York Refrigerator Line..... | Tank..... | 3/4 | 15,907 | 119 28 |
| Central Fruit Despatch..... | Ref..... | 3/4 | 154,986 | 1,162 38 |
| Cleveland Provision Company..... | Auto..... | 6-10 | 1,445 | 8 67 |
| Cleveland Provision Company..... | Ref..... | 3/4 | 920 | 6 90 |
| Cincinnati Refrigerator Express..... | Ref..... | 3/4 | 772 | 5 78 |
| Dold, Jacob, Packing Company..... | Ref..... | 3/4 | 285 | 1 92 |
| Doud Stock Car Company..... | Stock..... | 6-10* | 2,929 | 17 31 |
| Dairy Shippers' Despatch..... | Ref..... | 3/4 | 1,030 | 7 64 |
| DuPont de Nemours Powder, E. I..... | Tank..... | 3/4 | 22,956 | 172 15 |
| Davidson Tank Line..... | Tank..... | 3/4 | 232 | 2 19 |
| Deckers Meat Express..... | Ref..... | 3/4 | 242 | 1 81 |
| Evansville Packing Co..... | Ref..... | 3/4 | 76 | 58 |
| Emlenton Refining Co..... | Tank..... | 3/4 | 146 | 1 08 |
| Florida Cotton Oil Co..... | Tank..... | 3/4 | 8,353 | 62 63 |
| Frisco Refrigerator Line..... | Ref..... | 3/4 | 128,779 | 965 82 |
| Fornaris Tank Line..... | Tank..... | 3/4 | 472 | 8 54 |
| German American Tank Line..... | Tank..... | 3/4 | 124,701 | 935 25 |
| Gulf Refining Co..... | Tank..... | 3/4 | 570,369 | 4,277 77 |
| Georgetown Chemical Works..... | Tank..... | 3/4 | 1,860 | 13 64 |
| General Electric Company..... | Flat..... | 6-10 | 1,497 | 8 98 |
| General Roofing and Manufacturing Co..... | Tank..... | 3/4 | 5,484 | 41 13 |
| Heins Co., H. J..... | Ref..... | 3/4 | 914 | 6 85 |
| Houston Packing Co..... | Ref..... | 3/4 | 778 | 5 94 |
| Indian Refining Co..... | Tank..... | 3/4 | 4,191 | 31 43 |
| International Agricultural Corporation..... | Tank..... | 3/4 | 1,082 | 7 74 |
| Indianapolis Abattoir Company..... | Ref..... | 3/4 | 608 | 4 51 |
| Jackson Lumber Company..... | Flat..... | 6-10 | 778 | 4 67 |
| Kingan Refrigerator Line..... | Ref..... | 3/4 | 65,478 | 491 07 |
| Kentucky Refining Company..... | Tank..... | 3/4 | 7,470 | 56 02 |
| Libby, McNeil & Libby..... | Ref..... | 3/4 | 1,058 | 7 93 |
| Louisville Cotton Oil Company..... | Tank..... | 3/4 | 1,680 | 12 59 |
| Lipe, F. W..... | Hay..... | 6-10 | 2,891 | 17 35 |
| Lemp Refrigerator Company..... | Ref..... | 3/4 | 19,578 | 146 82 |
| Merchants Despatch Trans. Company..... | Ref..... | 3/4 | 218,702 | 1,640 26 |
| Milwaukee Refr. Trans. and Car Company..... | Ref..... | 3/4 | 34,122 | 255 91 |
| Missouri River Despatch..... | Ref..... | 3/4 | 11,966 | 89 73 |
| Morris & Company..... | Ref..... | 3/4 | 104,663 | 784 95 |
| Michigan Chemical Company..... | Tank..... | 3/4 | 1,469 | 10 79 |
| Mather Stock Car Company..... | Stock..... | 6-10 | 2,679 | 16 08 |
| Mather Stock Car Company..... | Ref..... | 3/4 | 859 | 6 44 |
| Menosha Woodenware Company..... | Box..... | 3/4 | 520 | 3 12 |
| Maginnis Bros. & Drewes..... | Tank..... | 3/4 | 236 | 1 76 |
| Morrell Co., John..... | Ref..... | 3/4 | 1,262 | 9 46 |
| McClintick & Company..... | Ref..... | 3/4 | 44 | 33 |
| National Car Line Company..... | Ref..... | 3/4 | 12,754 | 95 06 |
| National Trans. and Terminal Company..... | Tank..... | 3/4 | 33,808 | 253 55 |
| National Carbon Company..... | Tank..... | 3/4 | 5,114 | 38 35 |
| Proctor & Gamble Company..... | Tank..... | 3/4 | 233,604 | 1,752 02 |

CAR MILEAGE—CONTINUED.

| NAME OF COMPANY | Kind | Rate | Mileage | Amount |
|--|-------------|---------------|------------|--------------|
| Portsmouth Cotton Oil and Refining Co. | Tank | $\frac{3}{4}$ | 18,073 | \$ 135 54 |
| Portner Brewing Company, The Robert | Ref | $\frac{3}{4}$ | 2,666 | 19 98 |
| Pacific Fruit Express | Ref | $\frac{3}{4}$ | 192,858 | 1,446 42 |
| Philadelphia Quarts Company | Tank | $\frac{3}{4}$ | 6,051 | 45 36 |
| Pennsylvania Tank Car Corporation | Tank | $\frac{3}{4}$ | 4,847 | 36 35 |
| St. Louis Refrigerator Car Company | Ref | $\frac{3}{4}$ | 91,859 | 688 78 |
| Swift Refrigerator Car Company | Box | 6-10 | 14,432 | 86 59 |
| Swift Refrigerator Car Company | Ref | $\frac{3}{4}$ | 620,629 | 4,654 70 |
| Swift Refrigerator Car Company | Tank | $\frac{3}{4}$ | 3,062 | 22 95 |
| Southern Cotton Oil Company | Tank | $\frac{3}{4}$ | 215,505 | 1,616 29 |
| Santa Fe Refrigerator Despatch | Ref | $\frac{3}{4}$ | 27,137 | 203 51 |
| Street's Western Stable Car Company | Stock | 6-10 | 20,170 | 121 03 |
| Shippers Refrigerator Car Company | Ref | $\frac{3}{4}$ | 3,250 | 24 37 |
| St. Louis Independent Packing Company | Ref | $\frac{3}{4}$ | 2,289 | 17 16 |
| Spencer Kellogg & Sons | Tank | $\frac{3}{4}$ | 5,873 | 44 03 |
| Seaboard Refining Company | Tank | $\frac{3}{4}$ | 606 | 4 54 |
| Solvay Process Company | Tank | $\frac{3}{4}$ | 567 | 4 25 |
| Southern Tank Car Line | Tank | $\frac{3}{4}$ | 1,340 | 10 04 |
| Stock Bridge Elevator Company | Box | 6-10 | 457 | 2 74 |
| Solar Transportation Company | Ref | $\frac{3}{4}$ | 504 | 3 78 |
| Steger & Sons Piano Line | Box | 6-10 | 581 | 3 49 |
| Texas Co., The | Tank | $\frac{3}{4}$ | 40,314 | 302 34 |
| Union Refrigerator Transit Company | Ref | $\frac{3}{4}$ | 98,706 | 740 27 |
| Union Tank Line | Tank | $\frac{3}{4}$ | 1,027,402 | 7,705 50 |
| Virginia Carolina Chemical Company | Tank | $\frac{3}{4}$ | 5,170 | 38 77 |
| Venice Transportation Company | Stock | 6-10 | 3,730 | 22 33 |
| Virginia Tank Car Corporation | Tank | $\frac{3}{4}$ | 204,087 | 1,530 64 |
| Walsh, Jno. R. | Tank | $\frac{3}{4}$ | 493 | 3 70 |
| Western Heater Despatch | Ref | $\frac{3}{4}$ | 14,989 | 112 41 |
| White City Refrigerator Despatch | Ref | $\frac{3}{4}$ | 16,254 | 121 88 |
| Winkler, Isaac & Bro. | Tank | $\frac{3}{4}$ | 3,083 | 23 12 |
| Western Refrigerator Despatch | Ref | $\frac{3}{4}$ | 192 | 1 44 |
| Westinghouse Electric Manufacturing Co. | Flat | 6-10 | 908 | 5 44 |
| Wolff Packing Company, The Charles | Ref | $\frac{3}{4}$ | 100 | 75 |
| Wood Products Company | Tank | $\frac{3}{4}$ | 506 | 3 79 |
| Charleston and Western Carolina R. R. (acct. error in routing stock car) ..... | ..... | ..... | 174 | 1 04 |
| Georgetown Chemical Works (cancellation of bill for excess empty mileage) ..... | ..... | ..... | ..... | 6 40 |
| Georgia Lumber and Turpentine Co. (correc- tion in rate) ..... | ..... | ..... | ..... | 21 |
| Proctor & Gamble Company (rental of car at \$1.00 per day) ..... | ..... | ..... | ..... | 33 98 |
| Total ..... | ..... | ..... | 24,191,672 | \$181,305 93 |

Credit corrections to account:

| | | |
|---|----|-------|
| Westinghouse Electric Manufacturing Company—Reported in error | \$ | 5 94 |
| Louisville Cotton Oil Company—Reported in error | | 13 98 |
| Solvay Process Company—Bill for excess empty mileage | | 3 31 |
| Doud Stock Car Company—Correction in rate | | 28 |
| Liye, F. W.—Correction in rate | | 85 |
| Swift Refrigerator Line—Correction in rate | | 18 |

| | | |
|-------------------------|----|------------|
| Total corrections | \$ | 24 54 |
| Net amount | | 181,281 39 |

*Rate corrected in account for year ending June 30, 1914.

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|------------------------------|-----------------|-----------------|
| Equipment interchanged | \$ 2,376,630 67 | \$ 1,996,499 82 |
| Private cars | | 181,281 39 |
| Total | \$ 2,376,630 67 | \$ 2,177,781 21 |
| Balance | 198,849 46 | |

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX | | SPECIFIC TAX | | | On Property Owned, not Used in Operation and Miscellaneous | Internal Revenue U. S. Government Excise Tax | TOTAL |
|---|--|--|-------------------------------|--|---|--|--|-----------------|
| | On the Value of Real and Personal Property | On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or Other Results of Operation | On Stocks, Bonds, Loans, etc. | On Gross or Net Earnings, Revenue or Dividends | On Traffic or some Physical Quality of Property Operated, or on Privilege | | | |
| Virginia..... | \$ 62,150 90 | ----- | \$ 25 00 | \$ 9,853 63 | ----- | ----- | ----- | \$ 72,029 53 |
| North Carolina..... | 363,658 33 | ----- | ----- | ----- | \$ 4,799 35 | ----- | ----- | 368,457 68 |
| South Carolina..... | 246,910 44 | ----- | ----- | 10,878 19 | \$ 4,486 67 | ----- | ----- | 262,275 30 |
| Georgia..... | 237,047 73 | ----- | ----- | ----- | ----- | ----- | ----- | 237,147 73 |
| Florida..... | 354,169 51 | ----- | 100 00 | ----- | 17,754 55 | ----- | ----- | 371,924 06 |
| Alabama..... | 69,874 13 | ----- | ----- | 2,927 71 | ----- | ----- | ----- | 72,801 84 |
| *N. Y. Balto. Washington & St. Louis..... | 29 18 | ----- | ----- | ----- | ----- | ----- | ----- | 29 18 |
| Federal Excise Tax..... | ----- | ----- | ----- | ----- | ----- | ----- | \$ 66,811 93 | 66,811 93 |
| Total..... | \$ 1,333,840 22 | ----- | \$ 125 00 | \$ 23,659 53 | \$ 27,040 57 | ----- | \$ 66,811 93 | \$ 1,451,477 25 |

*New York.....\$18 10
 Maryland.....3 46
 District of Columbia.....5 40
 Missouri.....2 22
 Total.....\$29 18

IMPORTANT CHANGES DURING THE YEAR.

All extensions of road put in operation.

| | | |
|---|-------------|-------------|
| New Line Union Junction to North Tower (near Savannah)..... | 1.24 miles | |
| Big Island Branch (Florence Villa to Niles)..... | 5.66 miles | |
| Sanford, Fla., "Y" connection..... | .37 miles | |
| Spurs to Mills, Factories, etc..... | 13.25 miles | |
| | | 20.52 miles |

Decrease in mileage by line abandoned or line straightened.

| | | |
|--|-----------|------------|
| Part of Armistead Branch..... | .43 miles | |
| Union Junction to Savannah Junction (near Savannah)..... | .91 miles | |
| Spurs to Mills, Factories, etc..... | .58 miles | |
| Double Track near Union Junction..... | .17 miles | |
| | | 2.09 miles |

All other important physical changes.

| | | |
|--|-------------|--------------|
| Conway Coast and Western Railroad (Aynor to Myrtle Beach) purchased..... | 30.56 miles | |
| Second track put in operation..... | 56.39 miles | |
| Yard tracks and sidings put in operation..... | 62.02 miles | |
| | | 148.97 miles |

All consolidations or reorganizations effected.

Conway Coast and Western Railroad purchased July 1, 1912.

All new stocks issued.

\$3,561,500 Common Capital Stock issued in exchange for \$4,808,025 Convertible Debenture Bonds retired.
 \$6,120,000 Common Capital Stock issued for purchase of \$6,120,000 Louisville and Nashville Railroad Company Stock.
 \$130,500 Common Capital Stock issued for Additions and Betterments.

All new funded debt issued.

\$10,000,584.36 Unified Mortgage 4% Bonds issued for Additions and Betterments.
 200,000.00 Unified Mortgage 4% Bonds issued for Purchase of Conway Coast and Western Railroad.

All changes in respondents holding of stocks and funded debt.

\$4,120,000.00 Louisville and Nashville Railroad Company Common Stock purchased.
 2,000.00 Rockingham Railroad Company Common Stock purchased.
 29,000.00 Live Oak, Perry and Gulf Railroad First Mortgage 5% Bonds purchased.
 3,500,000.00 Unified Mortgage 4% Bonds A. C. L. R. R. Co. sold.
 40,150.00 Conway Coast and Western Railroad Company Common Stock liquidated and cancelled.
 123,000.00 Conway Coast and Western Railroad Company First Mortgage 5% Bonds sold.
 Book value of \$750,000 P. & O. S. S. Co. Stock reduced from \$100,000 to \$1,000.

Adjustments in the book value of securities owned and reasons therefor.

Book value of \$750,000 P. & O. S. S. Co., Acknowledgment of Indebtedness reduced from \$200,000 to \$100,000.

All other important financial changes.

\$4,808,025 Convertible Debenture 4% Bonds retired.
 450,000 Equipment Trust Series "A" 4% Bonds retired.
 250,000 Equipment Trust Series "B" 4% Bonds retired.
 5,000 Brunswick and Western Railroad Company Income Bonds retired.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|------------------|---|------------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT. | | |
| | <i>I. Road and Equipment.</i> | | |
| | Investment to June 30, 1907: | | |
| \$118,942,804 70 | Road..... | \$118,942,804 70 | |
| 25,803,719 39 | Equipment..... | 25,803,719 39 | |
| | Investment since June 30, 1907: | | |
| 10,632,392 65 | Road..... | 14,486,085 43 | |
| 7,635,777 22 | Equipment..... | 10,459,434 81 | |
| 250,931 50 | General expenditures..... | 259,931 50 | |
| \$163,274,625 46 | | \$169,951,975 83 | \$ 6,677,350 37 |
| 8,477,578 85 | Reserve for accrued depreciation—Cr..... | 9,292,832 24 | 815,253 39 |
| \$154,797,046 61 | Total..... | \$160,659,143 59 | \$ 5,862,096 98 |
| | <i>II. Securities:</i> | | |
| | Securities issued or assumed—Pledged: | | |
| \$ 145,440 06 | Stocks..... | \$ 145,440 06 | |
| | <i>III. Other Investments:</i> | | |
| | Miscellaneous investments: | | |
| \$ 706,149 86 | Physical property..... | \$ 796,910 83 | |
| 45,554,220 58 | Securities—pledged..... | 51,674,220 58 | |
| 4,116,231 56 | Securities—unpledged..... | 4,009,231 56 | |
| \$ 50,376,602 00 | Total..... | \$ 56,480,362 97 | \$ 6,103,760 97 |
| | WORKING ASSETS. | | |
| \$ 12,823,463 59 | Cash..... | \$ 12,101,272 01 | \$ *722,191 58 |
| | Securities issued or assumed—Held in treasury: | | |
| 11,280,750 00 | Funded debt..... | 17,981,334 36 | 6,700,584 36 |
| | Marketable securities: | | |
| 129,009 79 | Stocks..... | 129,009 79 | |
| 3,200,692 38 | Funded debt..... | 3,016,592 38 | |
| 13,200 00 | Miscellaneous..... | 13,000 00 | *184,300 00 |
| 18,688 35 | Loans and bills receivable..... | 43,679 90 | 24,991 55 |
| 550,436 03 | Traffic and car-service balances due from other companies..... | 544,235 26 | 5,799 23 |
| 536,953 61 | Net balance due from agents and conductors..... | 565,286 20 | 28,332 59 |
| 752,723 12 | Miscellaneous accounts receivable..... | 957,353 64 | 204,630 52 |
| 2,487,063 59 | Materials and supplies..... | 2,549,607 48 | 62,543 89 |
| 82,705 10 | Other working assets..... | 50,199 99 | *32,506 11 |
| \$ 31,876,685 56 | Total..... | \$ 37,963,571 01 | \$ 6,087,885 45 |
| | ACCRUED INCOME NOT DUE. | | |
| \$ 1,181,391 68 | Unmatured interest, dividends and rents receivable..... | \$ 1,408,751 54 | \$ 227,359 86 |
| | DEFERRED DEBIT ITEMS. | | |
| | Advances: | | |
| \$ 1,574,352 78 | Temporary advances to proprietary, affiliated and controlled companies..... | \$ 2,317,925 51 | |
| 9,320 87 | Working funds..... | 15,700 56 | |
| 25 00 | Other advances..... | 25 00 | \$ 749,952 42 |
| 602,011 18 | Special deposits..... | 600,511 18 | *1,500 00 |
| 173,833 33 | Cash and securities in sinking and redemption funds..... | 173,833 33 | |
| 185,904 86 | Cash and securities in insurance and other reserve funds..... | 220,367 47 | 34,462 61 |
| 552,967 01 | Other deferred debit items..... | 794,470 97 | 241,503 96 |
| \$ 3,098,415 03 | Total..... | \$ 4,122,834 02 | \$ 1,024,418 99 |
| \$241,474,580 94 | Grand total..... | \$260,780,103 19 | \$ 19,305,522 25 |

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

| JUNE 30, 1912 | LIABILITIES. | JUNE 30, 1913 | Increase or Decrease |
|------------------|--|------------------|-------------------------|
| Amount | | Amount | |
| | STOCK. | | |
| \$ 58,745,200 00 | Common..... | \$ 68,557,200 00 | \$ 9,812,000 00 |
| 198,500 00 | Preferred..... | 1,985,000 00 | |
| 3,223,180 00 | Premiums realized on capital stock..... | 4,489,792 50 | 1,246,632 50 |
| \$ 62,166,880 00 | Total..... | \$ 73,225,492 50 | \$ 11,058,632 50 |
| | MORTGAGED, BONDED AND SECURED DEBT. | | |
| \$ 96,099,750 00 | Mortgage bonds..... | \$106,300,534 36 | |
| 25,000,000 00 | Collateral trust bonds..... | 35,000,000 00 | |
| 9,526,040 00 | Plain bonds, debentures and notes..... | 4,718,015 00 | |
| 46,000 00 | Income bonds..... | 41,000 00 | |
| 4,623,000 00 | Equipment trust obligations..... | 3,923,000 00 | |
| \$145,294,790 00 | Total..... | \$149,982,349 36 | \$ 4,687,559 36 |
| | WORKING LIABILITIES. | | |
| \$ 646,091 84 | Traffic and car-service balances due to other companies..... | \$ 616,050 70 | \$ *30,041 14 |
| 2,034,456 32 | Audited vouchers and wages unpaid..... | 2,466,747 48 | 432,291 16 |
| 293,186 83 | Miscellaneous accounts payable..... | 348,311 36 | 55,124 53 |
| 444,980 09 | Matured interest, dividends and rents unpaid..... | 435,914 00 | *9,066 00 |
| 3,000 00 | Matured mortgage, bonded and secured debt unpaid..... | 3,000 00 | |
| 133,214 98 | Other working liabilities..... | 99,895 12 | *33,319 86 |
| \$ 3,554,930 06 | Total..... | \$ 3,969,918 75 | \$ 414,988 69 |
| | ACCRUED LIABILITIES NOT DUE. | | |
| \$ 3,215,872 99 | Unmatured interest, dividends and rents payable..... | \$ 3,531,968 82 | \$ 316,095 83 |
| 699,697 50 | Taxes accrued..... | 725,738 63 | 26,041 13 |
| \$ 3,915,570 49 | Total..... | \$ 4,257,707 45 | \$ 342,136 96 |
| | DEFERRED CREDIT ITEMS. | | |
| \$ 431,973 28 | Operating reserves..... | \$ 496,191 70 | \$ 64,218 42 |
| 658,573 45 | Other deferred credit items..... | 663,290 64 | 4,717 19 |
| \$ 1,090,546 73 | Total..... | \$ 1,159,482 34 | \$ 68,935 61 |
| | APPROPRIATED SURPLUS. | | |
| \$ 73,820 15 | Additions to property since June 30, 1907, through income..... | \$ 73,820 15 | |
| 150,000 00 | Invested in other reserve funds..... | 215,345 73 | \$ 65,345 73 |
| \$ 223,820 15 | Total..... | \$ 289,165 88 | \$ 65,345 73 |
| | PROFIT AND LOSS. | | |
| \$ 25,228,063 51 | Balance..... | \$ 27,895,956 91 | \$ 2,667,923 40 |
| \$241,474,580 94 | Grand total..... | \$260,780,103 19 | \$ 19,305,522 25 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

Company's Material Excluded.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|----------------------------------|---|-----------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 97,396 | 124,777 | 222,173 | 1.70 |
| Flour..... | 47,264 | 80,055 | 127,319 | .98 |
| Other mill products..... | 81,774 | 77,700 | 159,474 | 1.22 |
| Hay..... | 38,576 | 89,850 | 128,426 | .99 |
| Tobacco..... | 43,952 | 19,223 | 63,175 | .49 |
| Cotton..... | 241,895 | 90,401 | 332,296 | 2.55 |
| Fruit and vegetables..... | 396,123 | 170,054 | 566,177 | 4.34 |
| Other products of agriculture..... | 219,087 | 43,873 | 262,960 | 2.02 |
| Total..... | 1,166,067 | 695,933 | 1,862,000 | 14.29 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 32,397 | 14,915 | 47,312 | .36 |
| Dressed meats..... | ..... | 2,425 | 2,425 | .02 |
| Other packing-house products..... | 26,001 | 41,334 | 67,335 | .52 |
| Poultry, game and fish..... | 7,506 | 3,668 | 11,174 | .08 |
| Wool..... | 255 | 186 | 441 | ..... |
| Hides and leather..... | 2,907 | 522 | 3,429 | .03 |
| Total..... | 69,066 | 63,050 | 132,116 | 1.01 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | ..... | 11,442 | 11,442 | .09 |
| Bituminous coal..... | 45,656 | 713,909 | 759,565 | 5.83 |
| Coke..... | 43 | 6,731 | 6,774 | .05 |
| Stone, sand and other like articles..... | 250,900 | 175,757 | 426,657 | 3.27 |
| Other products of mines..... | 1,458,333 | 105,656 | 1,563,989 | 12.00 |
| Total..... | 1,754,932 | 1,013,495 | 2,768,427 | 21.24 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 2,165,294 | 512,742 | 2,678,036 | 20.55 |
| Other products of forests..... | 1,318,677 | 146,817 | 1,465,494 | 11.24 |
| Total..... | 3,483,971 | 659,559 | 4,143,530 | 31.79 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 300,829 | 24,097 | 324,926 | 2.49 |
| Sugar..... | 16,279 | 7,199 | 23,478 | .18 |
| Naval stores..... | 148,724 | 82,804 | 231,528 | 1.78 |
| Iron, pig and bloom..... | 222 | 35,667 | 35,889 | .28 |
| Iron and steel rails..... | 15,952 | 9,296 | 25,248 | .19 |
| Other castings and machinery..... | 41,317 | 71,996 | 113,313 | .87 |
| Bar and sheet metal..... | 20,949 | 38,463 | 59,412 | .46 |
| Cement, brick and lime..... | 280,398 | 250,869 | 531,267 | 4.06 |
| Agricultural implements..... | 1,373 | 3,974 | 5,347 | .04 |
| Wagons, carriages, tools, etc..... | 5,650 | 9,310 | 14,960 | .11 |
| Wines, liquors and beers..... | 6,242 | 17,421 | 23,663 | .18 |
| Household goods and furniture..... | 22,415 | 20,184 | 42,599 | .33 |
| Other manufactures..... | 1,357,657 | 221,833 | 1,579,490 | 12.12 |
| Total..... | 2,218,007 | 793,113 | 3,011,120 | 23.11 |
| Merchandise..... | 488,739 | 228,938 | 717,677 | 5.51 |
| Miscellaneous—Other commodities not mentioned above..... | 227,652 | 170,064 | 397,716 | 3.06 |
| Total tonnage..... | 9,408,434 | 3,624,152 | 13,032,586 | 100.00 |

FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

Company's Material Excluded.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 34,042 | 42,870 | 76,912 | 2.18 |
| Flour..... | 18,380 | 24,887 | 43,197 | 1.23 |
| Other mill products..... | 19,981 | 8,080 | 28,061 | .79 |
| Hay..... | 12,543 | 32,195 | 44,738 | 1.27 |
| Tobacco..... | 2,440 | 38,535 | 47,975 | 1.36 |
| Cotton..... | 2,418 | 59,819 | 62,237 | 1.76 |
| Fruit and vegetables..... | 18,344 | 299,078 | 317,422 | 8.99 |
| Other products of agriculture..... | 1,751 | 150 | 1,901 | .05 |
| Total..... | 116,879 | 505,564 | 622,443 | 17.62 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 7,157 | 3,547 | 10,704 | .30 |
| Other packing-house products..... | 11,081 | 6,726 | 17,757 | .50 |
| Poultry, game and fish..... | 346 | 2,022 | 2,368 | .07 |
| Wool..... | — | 177 | 177 | — |
| Hides and leather..... | 76 | 1,558 | 1,634 | .06 |
| Total..... | 18,610 | 14,030 | 32,640 | .92 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | — | 11,442 | 11,442 | .32 |
| Bituminous coal..... | 7,805 | 368,893 | 376,698 | 10.67 |
| Coke..... | — | 1,113 | 1,113 | .03 |
| Stone, sand and other like articles..... | 9,372 | 33,330 | 42,702 | 1.21 |
| Other products of mines..... | — | 9,915 | 9,915 | .28 |
| Total..... | 17,177 | 424,693 | 441,870 | 12.51 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 156,186 | 1,137,895 | 1,294,081 | 36.64 |
| Other products of forests..... | 24,518 | 180,071 | 204,589 | 5.79 |
| Total..... | 180,704 | 1,317,966 | 1,498,670 | 42.43 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 7,875 | 46,151 | 54,026 | 1.53 |
| Sugar..... | 3,770 | 3,416 | 7,186 | .20 |
| Naval stores..... | 45 | 6,139 | 6,184 | .17 |
| Iron, pig and bloom..... | — | 30,774 | 30,774 | .87 |
| Iron and steel rails..... | 336 | 5,155 | 5,491 | .16 |
| Other castings and machinery..... | 12,033 | 39,783 | 51,816 | 1.47 |
| Bar and sheet metal..... | 4,420 | 29,985 | 34,405 | .97 |
| Cement, brick and lime..... | 11,508 | 42,095 | 54,203 | 1.53 |
| Agricultural implements..... | 271 | 2,464 | 2,735 | .08 |
| Wagons, carriages, tools, etc..... | 518 | 3,892 | 4,410 | .12 |
| Wines, liquors and beers..... | 3,644 | 4,330 | 7,974 | .22 |
| Household goods and furniture..... | 1,238 | 4,615 | 5,853 | .17 |
| Other manufactures..... | 135,214 | 123,817 | 262,031 | 7.42 |
| Total..... | 183,872 | 343,316 | 527,088 | 14.92 |
| <i>Merchandise:</i> | | | | |
| Miscellaneous—Other commodities not mentioned above..... | 113,470 | 136,071 | 239,541 | 6.75 |
| Total tonnage—State..... | 675,609 | 2,856,806 | 3,532,415 | 100.00 |
| Total tonnage—Entire line..... | 9,408,434 | 3,624,152 | 12,032,586 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Car-load Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------|----------------------------------|--|--|---|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 148,584 | 29,950,486 | \$ 280,644 | ----- | 937 |
| Hay..... | 112,321 | 19,558,019 | 250,903 | 1 | 283 |
| Cotton..... | 332,296 | 45,699,875 | 1,345,633 | 2 | 944 |
| Live stock..... | 40,445 | 5,852,830 | 113,895 | 1 | 946 |
| Dressed meats..... | 2,425 | 1,321,286 | 16,393 | 1 | 241 |
| Anthracite coal..... | 11,442 | 3,757,915 | 15,848 | ----- | 422 |
| Bituminous coal..... | 758,401 | 121,027,090 | 763,708 | ----- | 631 |
| Lumber..... | 2,657,895 | 462,745,738 | 3,765,618 | ----- | 814 |

MILEAGE—ENTIRE LINE.

Mileage of Road Operated (All Tracks).

| LINE IN USE | LINE OWNED | | Line Operated Under Lease | Line Operated Under Trackage Rights | Total Mileage Operated | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|---------------------------|-------------------------------------|------------------------|----------------------------------|-------|----------|
| | Main Line | Branches and Spurs | | | | | Iron | Steel |
| ENTIRE LINE: | | | | | | | | |
| Miles of single track..... | 2,850.45 | 1,637.77 | 51.95 | 76.71 | 4,616.88 | 51.08 | .88 | 4,539.29 |
| Miles of second track..... | 193.80 | ----- | ----- | ----- | 193.80 | 56.39 | ----- | 193.80 |
| Miles of yard track and sidings..... | 940.17 | 132.50 | ----- | ----- | 1,072.67 | 62.02 | 60.91 | 1,011.76 |
| Total mileage operated (all tracks)..... | 3,984.42 | 1,770.27 | 51.95 | 76.71 | 5,883.35 | 169.49 | 61.79 | 5,744.85 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | |
|--|----------|----------|-------|-------|----------|-------|-------|----------|
| Virginia..... | 107.80 | 32.93 | ----- | ----- | 140.73 | 1.44 | ----- | 140.73 |
| North Carolina..... | 601.06 | 428.72 | 1.25 | 2.83 | 1,033.86 | 3.91 | .88 | 1,030.15 |
| South Carolina..... | 552.11 | 283.89 | 50.70 | 27.11 | 913.81 | 35.50 | ----- | 886.70 |
| Georgia..... | 569.12 | 138.28 | ----- | 10.79 | 718.19 | 1.24 | ----- | 707.40 |
| Florida..... | 878.24 | 648.62 | ----- | 34.37 | 1,561.23 | 8.61 | ----- | 1,526.86 |
| Alabama..... | 142.12 | 105.33 | ----- | 1.61 | 249.06 | .38 | ----- | 247.45 |
| Total mileage operated (single track)..... | 2,850.45 | 1,637.77 | 51.95 | 76.71 | 4,616.88 | 51.08 | ----- | 4,539.29 |

MILEAGE—ENTIRE LINE—CONTINUED.

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|---------------------|----------------------------------|-------|----------|
| | Main Line | Branches and Spurs | | | Iron | Steel |
| Virginia..... | 107.80 | 36.06 | 143.88 | 1.44 | ----- | 143.88 |
| North Carolina..... | 601.06 | 428.72 | 1,029.78 | 3.91 | .88 | 1,028.90 |
| South Carolina..... | 552.11 | 283.89 | 836.00 | 35.50 | ----- | 836.00 |
| Georgia..... | 569.12 | 138.28 | 707.40 | 1.24 | ----- | 707.40 |
| Florida..... | 878.24 | 652.52 | 1,530.76 | 8.61 | ----- | 1,530.76 |
| Alabama..... | 142.12 | 105.33 | 247.45 | .38 | ----- | 247.45 |
| Total mileage operated (single track)..... | 2,850.45 | 1,644.82 | 4,495.27 | 51.08 | .88 | 4,494.39 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | |
|---|-------------------|---------|---|---------|----------|---------|-----------------|---------|--------|---------|
| | TRAINMEN | | Switch Tenders, Crossing Tenders and Watchmen | | TRACKMEN | | OTHER EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Coupling or uncoupling..... | ----- | 7 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 7 |
| Collisions..... | ----- | 2 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2 |
| Falling from trains, locomotives, or cars..... | ----- | 3 | ----- | ----- | ----- | ----- | 1 | ----- | 1 | 3 |
| Jumping on or off trains, locomotives, or cars..... | ----- | 6 | ----- | 1 | ----- | ----- | ----- | 1 | ----- | 8 |
| Struck by trains, locomotives, or cars..... | 1 | ----- | ----- | ----- | 1 | ----- | 2 | 1 | 3 | 2 |
| Overhead obstructions..... | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 |
| Other causes..... | 13 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 13 |
| Total..... | ----- | 33 | ----- | 1 | 1 | ----- | 3 | 2 | 4 | 36 |

Average number employed during year—Trainmen, 180; switch tenders, crossing tenders and watchmen, 80; stationmen, 508; shopmen, 152; trackmen, 165; telegraph employees, 61; other employees, 128; total, 1,274.

ACCIDENTS TO PERSONS—CONTINUED.

A. Accidents Resulting from the Movement of Trains, Locomotives, or Cars—Continued.

| KIND OF ACCIDENT | PASSENGERS | | Postal Clerks, Express Messen- gers, Pullman Employees, etc. | | OTHER PERSONS | | | | | |
|--|------------|---------|---|---------|------------------|---------|----------------------|---------|--------|---------|
| | | | | | TRESPASS- ING | | NOT TRES- PASSING | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Collisions..... | | 2 | | | | | | | | |
| Deraillments..... | | | | 1 | | | | | | |
| Jumping on or off trains, locomotives, or cars..... | | 1 | | | | | | | | |
| Struck by trains, locomotives, or cars..... | | | | | | | | | | |
| At highway crossings..... | | | | | | | 2 | 1 | 2 | 1 |
| At stations..... | | | | | | 1 | | 1 | | 2 |
| At other points along track..... | | | | | 8 | 1 | | 2 | 8 | 3 |
| Total..... | | 3 | | 1 | 8 | 2 | 2 | 4 | 10 | 6 |

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | |
|--|-------------------|---------|---------|---------|----------|---------|-----------------|---------|--------|---------|
| | STATIONMEN | | SHOPMEN | | TRACKMEN | | OTHER EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Handling traffic..... | ----- | 6 | ----- | 1 | ----- | ----- | ----- | 1 | ----- | 8 |
| Handling tools, machinery, etc..... | ----- | ----- | ----- | 4 | ----- | 1 | ----- | ----- | ----- | 5 |
| Handling supplies, etc..... | ----- | ----- | ----- | 2 | ----- | 4 | ----- | ----- | ----- | 6 |
| Getting on or off locomotives, or cars at rest..... | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- | 1 |
| Other causes..... | ----- | 2 | ----- | 4 | ----- | 2 | ----- | 7 | ----- | 15 |
| Total..... | ----- | 8 | ----- | 12 | ----- | 7 | ----- | 8 | ----- | 35 |

| SUMMARY | | TOTAL | |
|-------------------------|--|--------|---------|
| | | Killed | Injured |
| TABLE A: | | | |
| Railway employees..... | | 4 | 36 |
| Passengers..... | | | 3 |
| Postal clerks, etc..... | | | 1 |
| Other persons..... | | 10 | 6 |
| TABLE B: | | | |
| Railway employees..... | | | 35 |
| Grand total..... | | 14 | 81 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|-----------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| Bridges: | | | | | | |
| Stone..... | 1 | 25 | 25 | 25 | | |
| Iron..... | 34 | 8,581 | 24 | 2,420 | | |
| Total..... | 35 | 8,606 | | | | |
| Trestles..... | 23 | 2,517 | 24 | 420 | | |
| Overhead highway crossings: | | | | | | |
| Bridges..... | 8 | | | | 19 | |
| Overhead railway crossings: | | | | | | |
| Bridges..... | 3 | | | | 18 | 10 |

Gauge of track—4 feet, 8½ inches; 140.73 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line | Miles of Wire | NAME OF OWNER | NAME OF OPERATING COMPANY |
|------------------|------------------|-----------------------------------|------------------------------|
| | | Western Union Telegraph Company.. | Western Union Telegraph Co. |

The Atlantic and Danville Railway Company

HISTORY

Exact name of common carrier making this report. The Atlantic and Danville Railway Company.

Date of organization—August 2, 1894.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—A corporation of the State of Virginia, created by or in consequence of a sale and conveyance of all the works and property of another company known as the Atlantic and Danville Railway Company, sold under a decree of a court of competent jurisdiction in the year 1894.

By an act of the General Assembly of the State of North Carolina ratified February 25, 1895. State of Virginia amendment February 7, 1900.—An act to confer upon The Atlantic and Danville Railway Company additional powers and privileges.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—Atlantic and Danville Railway Company; act of legislature of Virginia approved April 21, 1882. Reorganized under the laws of the State of Virginia. Foreclosure 1894.

What carrier operates the road of this company? Southern Railway Company.

DIRECTORS.

| <i>Name.</i> | <i>Post-Office Address.</i> | <i>Date of Expiration of Term.</i> |
|-----------------------|-----------------------------|---------------------------------------|
| B. Newgass..... | London, Eng. | } Third Tuesday in November, 1913. |
| Walter C. Archer..... | Norfolk, Va. | |
| J. W. Perry..... | Norfolk, Va. | |
| John F. Rison..... | Danville, Va. | |
| John W. Carter..... | Danville, Va. | |
| A. B. Carrington..... | Danville, Va. | |
| John T. Griffin..... | Portsmouth, Va. | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|--------------------------|-----------------------|--------------------------|
| President..... | B. Newgass..... | London, Eng. |
| Vice-President..... | John F. Rison..... | Danville, Va. |
| Secretary-Treasurer..... | Walter C. Archer..... | Norfolk, Va. |
| General Agent..... | Walter C. Archer..... | Norfolk, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, Walter C. Archer; title, Secretary and Treasurer; address, Norfolk, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—November 19, 1912.
 Date of last closing of stock books before end of year for which this report is made—15 days before meeting, November 4, 1912.
 Total number of stockholders of record at that date.—11.
 Has each share of stock one vote?—Yes.
 Has any issue of securities contingent voting rights?—No.
 Has any issue of securities special privileges in the election of directors?—No.
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name of Every Railway Company the Income of which, from Lease or Other Assignment for Operation, is Included in this Report.

| NAME | TERMINI | | Miles of Line (Single Track) | Name of Lessee |
|------------------------|---------------------|-------------------------|------------------------------|------------------|
| | From | To | | |
| Main line..... | West Norfolk..... | Danville, Va..... | 205.10 | Southern Ry. Co. |
| James River Division.. | Emporia, Va..... | Claremont, Va..... | 50.38 | Southern Ry. Co. |
| Portsmouth Branch..... | Portsmouth, Va..... | Shoulders Hill, Va..... | 10.02 | Southern Ry. Co. |
| Hitchcock Branch..... | Emporia, Va..... | Hitchcock Mill, Va..... | 8.33 | Southern Ry. Co. |
| Buffalo Branch..... | Junction..... | Buffalo Springs..... | 3.90 | Southern Ry. Co. |
| Total mileage..... | | | 277.71 | |

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES.

| STATE OR TERRITORY | LINE OWNED (Single Track) | | |
|------------------------------|---------------------------|--------------------|--------|
| | Main Line | Branches and Spurs | Total |
| State of Virginia..... | 233.31 | 22.25 | 255.56 |
| State of North Carolina..... | 22.15 | | 22.15 |
| Total mileage owned..... | 255.46 | 22.25 | 277.71 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Miscellaneous Investments—Physical Property.

| DESIGNATION | State or Territory | Investment | Net Investment |
|---|--------------------|--------------|----------------|
| Lands at West Norfolk and Danville, Va..... | Virginia..... | \$ 24,529 19 | \$ 24,529 19 |

Lands at West Norfolk and Danville, Va., held for future use.

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OPERATING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|-------------------------------|------------------|--------------------|-------------------|------------------|-----------|-------------------------------|
| | | Date | Term | | | |
| | | | From | To | | |
| Southern Railway Company..... | 277.71 | Aug. 31, 1899 .. | Sept. 1, 1899 ... | July 1, 1949.... | See Note. | |

NOTE—By terms of lease to Southern Railway Company dated August 31, 1899, The Atlantic and Danville Railway Company entered into an agreement by which Southern Railway Company leases from The Atlantic and Danville Railway Company all of its lines of railroad, branches, rights, franchises, appurtenances, rolling stock, locomotives, engines, cars, buildings, steamboats, barges and other vessels, etc., as shown by said lease, for a period of years from September 1, 1899, terminating July 1, 1949. This lease was authorized at a meeting of the stockholders of The Atlantic and Danville Railway Company called for that purpose August 31, 1899, and also at a meeting of the stockholders of the Southern Railway Company on August 31, 1899. The lease provides for rentals as follows:

Annual fixed rental payable in gold coin of the United States of the present standard of weight and fineness, as follows:

| |
|---|
| \$127,000 per annum to June 30, 1901. |
| 157,000 " " " to June 30, 1904. |
| 188,000 " " " to June 30, 1909. |
| 218,000 " " thereafter until the lease expires. |

Southern Railway Company pays all taxes, levies, charges, and assessments which may be made upon The Atlantic and Danville Railway Company or its premises, maintains the road and equipment leased from The Atlantic and Danville Railway Company, and discharges all its public duties.

Southern Railway Company has the right to a renewal of the lease, giving five years notice prior to expiration thereof; such renewal shall be for 99 years, and, as often as required by Southern Railway Company, further renewal of 99 years shall be granted by The Atlantic and Danville Railway Company. All renewals shall be subject to the conditions of the present lease, except as to rentals. In the terms of the lease The Atlantic and Danville Railway Company has the right to capitalize the annual rental secured from Southern Railway Company, by issue of bonds, upon such financial plan as it may deem best, provided that the annual interest secured does not exceed the annual rental by Southern Railway.

A contingent rental, payable as follows, that is to say: whenever and as often as the Southern Company shall declare and pay a dividend upon or in respect of its present issue of common stock now outstanding to the par value of \$120,000,000 or upon or in respect of any substitute thereof, the Southern Company at the same time also shall pay the Danville Company a gross sum which shall be equal to two hundred and eighteen thousandths (218-12/1000) of the sum total of the dividend then paid upon or in respect of such \$120,000,000 of common stock of the Southern Company or any substitute thereof, but such contingent rental shall be paid upon the express understanding and covenant of the Danville Company, as special consideration moving the Southern Company to make said payments as aforesaid, that the gross sum so received by the Danville Company is by that company to be used for and applied, so far as may be lawful, to the payment of a dividend upon its common stock, which at no time is to exceed \$2,180,000.

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not held by Re- spondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | |
| 4 per cent, 1st mortgage gold bonds..... | 1900 | 1948 | \$ 4,425,000 | \$ 3,925,000 | ----- | ----- | ----- | \$ 3,925,000 | 4 | J. & J. | \$ 157,000 00 | \$ 156,680 00 |
| 4 per cent, 2d mortgage gold bonds..... | 1904 | 1948 | 775,000 | 1,525,000 | ----- | ----- | ----- | 1,525,000 | 4 | J. & J. | 61,000 00 | 61,000 00 |
| 4 per cent, 2d mortgage gold bonds..... | 1909 | 1948 | 750,000 | | ----- | ----- | ----- | | | | | |
| Total..... | ----- | ----- | \$ 5,950,000 | \$ 5,450,000 | ----- | ----- | ----- | \$ 5,450,000 | ----- | ----- | \$ 218,000 00 | \$ 217,680 00 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | |
|--------------------------------------|-------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|---|-------------------------------------|-----------------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year |
| | | | | | | Charged to Income | Charged to Construction | |
| | | | | | | | | |
| Mortgage bonds | \$ 5,450,000 | | | | \$ 5,450,000 | \$ 218,000 00 | | \$ 217,680 00 |
| PURPOSE OF THE ISSUE | | | | | | | | |
| | | | | | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized |
| Issued for acquisition of securities | | | | | | | \$ 5,450,000 | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------|--------------|---------------------|-------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| | | | | | |
| Capital stock..... | \$ 2,180,000 | \$ 2,172,992 | \$ 7,008 | 277.71 | \$ 7,825 |
| Funded debt..... | 5,450,000 | 5,432,479 | 17,521 | 277.71 | 19,562 |
| Total..... | \$ 7,630,000 | \$ 7,605,471 | \$ 24,529 | 277.71 | \$ 27,387 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage Per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|---|---|---|--------|-------------------------------------|--|
| | From | To | Miles | | |
| Four per cent. first mortgage gold bonds.... \$3,925,000 | West Norfolk and all Branches..... Emporia Junction..... | Danville, Va..... Claremont, Va..... | 277.71 | \$ 14,133 | All its line of railway, branches, rights of way, franchises, appurtenances, rolling stock, locomotives, tenders, cars, buildings of all description, steam-boats, barges, and all other marine equipment. |
| Four per cent. second mortgage gold bonds... \$1,525,000 | West Norfolk and all Branches..... Emporia Junction..... | Danville, Va..... Claremont, Va..... | 277.71 | 5,491 | |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Total Expenditures, July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---------------------------------------|--|---|
| I. ROAD: | | |
| Right of way and station grounds..... | \$ 125 00 | \$ 125 00 |
| RECAPITULATION. | | |
| Road..... | \$ 125 00 | \$ 125 00 |
| Total—Entire line..... | \$ 125 00 | \$ 125 00 |
| Total—State of Virginia..... | \$ 125 00 | \$ 125 00 |

STATE OF VIRGINIA.

| | | |
|---------------------------------------|-----------|-----------|
| I. Road: | | |
| Right of way and station grounds..... | \$ 125 00 | \$ 125 00 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|-------------------------------------|-----------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 7,607,859 35 | \$ 7,001,058 59 |
| Equipment..... | 36,820 25 | 33,883 49 |
| Investment since June 30, 1907..... | 125 00 | 125 00 |
| Total..... | \$ 7,644,804 60 | \$ 7,035,067 08 |
| Net total..... | \$ 7,644,804 60 | \$ 7,035,067 08 |
| Cost per mile of line..... | 27,528 01 | 27,528 04 |

INCOME STATEMENT.

| | |
|--|---------------|
| Income from lease of road..... | \$ 218,000 00 |
| DEDUCTIONS FROM GROSS INCOME: | |
| Interest deductions for funded debt..... | \$ 218,000 00 |
| Miscellaneous deductions (Salaries and maintenance of organization)..... | 386 00 |
| Total deductions..... | \$ 218,386 00 |
| DISPOSITION OF NET INCOME: | |
| Income balance transferred to debit of Profit and Loss..... | \$ 386 00 |

REPORT STATE CORPORATION COMMISSION

PROFIT AND LOSS STATEMENT.

| ACCOUNTS | Debits | Credits |
|---|--------------|--------------|
| Balance (at beginning of fiscal period)..... | \$ 16,407 41 | ----- |
| Debit balance transferred from income account..... | 386 00 | ----- |
| Balance debit (at end of fiscal period) carried to general balance sheet..... | ----- | \$ 16,793 41 |
| Total..... | \$ 16,793 41 | \$ 16,793 41 |

RENTS RECEIVABLE.

Income from Lease of Road.

| ROAD LEASED | LOCATION | NAME OF LESSEE | AMOUNT |
|--|---|--------------------------|---------------|
| Main Line and branches (narrow gauge)... | West Norfolk, Va., to Danville, Va. Emporia Junction to Claremont, Va..... | Southern Railway Co..... | \$ 218,000 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|-----------------|---|-----------------|----------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 7,607,859 35 | Road..... | \$ 7,607,859 35 | ----- |
| 36,820 25 | Equipment..... | 36,820 25 | ----- |
| 125 00 | Investment since June 30, 1907: | 125 00 | ----- |
| | Road..... | | |
| \$ 7,644,804 60 | Total..... | \$ 7,644,804 60 | ----- |
| | <i>II. Other Investments:</i> | | |
| 24,529 19 | Miscellaneous Investments: | 24,529 19 | ----- |
| | Physical property..... | | |
| | WORKING ASSETS. | | |
| 109,125 76 | Cash..... | 109,459 76 | \$ 334 00 |
| 16,407 41 | PROFIT AND LOSS. | 16,793 41 | 386 00 |
| \$ 7,794,866 96 | Balance..... | 16,793 41 | |
| | Grand total..... | \$ 7,795,586 96 | \$ 720 00 |
| | LIABILITIES. | | |
| | STOCK. | | |
| \$ 2,180,000 00 | Common stock..... | \$ 2,180,000 00 | ----- |
| | MORTGAGE, BONDED AND SECURED DEBT. | | |
| \$ 5,450,000 00 | Mortgage bonds..... | \$ 5,450,000 00 | ----- |
| | WORKING LIABILITIES. | | |
| \$ 55,786 96 | Miscellaneous accounts payable..... | \$ 56,186 96 | \$ 400 00 |
| 109,080 00 | Matured interest, dividends and rents unpaid..... | 109,400 00 | 320 00 |
| \$ 164,866 96 | Total..... | \$ 165,586 96 | \$ 720 00 |
| \$ 7,794,866 96 | Grand total..... | \$ 7,795,586 96 | \$ 720 00 |

Big Sandy and Cumberland Railroad Company

HISTORY

Exact name of common carrier making this report—Big Sandy and Cumberland Railroad Company.

Date of organization—January 25, 1900.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Virginia, act of the General Assembly, approved January 25, 1900. See acts 1899-1900, page 87; amended by act approved March 5, 1900. See acts 1899-1900, page 850. Amended October 27, 1908.

DIRECTORS.

| <i>Name.</i> | <i>Post-Office Address.</i> | <i>Date of Expiration of Term.</i> |
|----------------------|-----------------------------|---|
| W. M. Ritter..... | Columbus, Ohio..... | } Next annual meeting, April 13, 1914, or until their successors are elected and qualified. |
| Isaac T. Mann..... | Branwell, W. Va..... | |
| Edwin Mann..... | Bluefield, W. Va..... | |
| James L. Hamill..... | Columbus, Ohio..... | |
| C. B. Weakley..... | Columbus, Ohio..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------------------|----------------------|--------------------------|
| Chairman of the Board..... | W. M. Ritter..... | Columbus, Ohio. |
| President..... | W. M. Ritter..... | Columbus, Ohio. |
| Vice-President..... | Isaac T. Mann..... | Branwell, W. Va. |
| Secretary..... | James L. Hamill..... | Columbus, Ohio. |
| Treasurer..... | C. B. Weakley..... | Columbus, Ohio. |
| Superintendent..... | W. J. Elgin..... | Hurley, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, James L. Hamill; title, Secretary; address, Harrison Building, Columbus, Ohio.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—April 14, 1913.

Date of last closing of stock books before end of year for which this report is made—None.

Total number of stockholders of record.—Six.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

- The form of control, whether sole or joint—Sole, by ownership of majority of stock.
- The name of the controlling corporation or corporations—W. M. Ritter Lumber Company.
- The manner in which control was established—By purchase of stock.
- The extent of control—Ownership of majority of stock.
- Whether control was direct or indirect—Direct.

REPORT STATE CORPORATION COMMISSION

ROAD OPERATED—ENTIRE LINE.

Name of Every Railway Company the Operations of which are Included in this Report.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line of Each Class of Roads Named |
|--|------------------|----------------|-----------------------------------|--|
| | From | To | | |
| Big Sandy and Cumberland Railroad Company..... | Devon, W. Va.... | Riffe, Va..... | 26.80 | 26.80 |

STATE OF VIRGINIA.

| | | | | |
|--|---|----------------|-------|-------|
| Big Sandy and Cumberland Railroad Company..... | Point of intersection of Va., and Ky. State line on Knox creek..... | Riffe, Va..... | 18.50 | 18.50 |
|--|---|----------------|-------|-------|

TRACKS OPERATED.

Are the tracks of the respondent operated primarily in the interest of any industrial, manufacturing or other corporation, firm, or individual:—Yes.

If so, give the name and address of corporation, firm, or individual: Name, W. M. Ritter Lumber Company; address, Harrison Building, Columbus, Ohio.

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | |
|----------------------------------|---------------|--------------------|-----------------|-----------------|---|
| | | Date | TERM | | Concise Summary of Provisions |
| | | | From | To | |
| W. M. Ritter Lumber Company..... | 26.80 | Oct. 15, 1911.. | Oct. 15, 1911.. | Oct. 15, 1916.. | Leases, right of way and road-bed extending from Devon, W. Va., to Riffe, Va., ties and rails; also right to use warehouses, platforms, office rooms and water tanks. |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------|-------------|---------------------|-------------------------|----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 50,000 | \$ 50,000 | ..... | 26.80 | \$ 1,865 |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets |
|----------------|---|
| Equipment..... | \$ 306 36 |

STATE OF VIRGINIA.

| | |
|------------------------------|-----------|
| Equipment..... | \$ 212 97 |
| Total—State of Virginia..... | \$ 212 97 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|------------------------------|--|---|---|
| EQUIPMENT: | | | |
| Steam locomotives..... | | \$ 5,301 65 | \$ 5,301 65 |
| Freight-train cars..... | \$ 306 36 | 5,027 05 | 5,333 41 |
| Total..... | \$ 306 36 | \$ 10,328 70 | \$ 10,635 06 |
| RECAPITULATION | | | |
| Equipment..... | \$ 306 36 | \$ 10,328 70 | \$ 10,635 06 |
| Total—Entire line..... | \$ 306 36 | \$ 10,328 70 | \$ 10,635 06 |
| Total—State of Virginia..... | \$ 212 97 | \$ 7,129 68 | \$ 7,341 36 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|--------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Equipment..... | \$ 11,185 00 | \$ 7,720 98 |
| Investment since June 30, 1907..... | 10,635 06 | 7,341 36 |
| Total..... | \$ 21,820 06 | \$ 15,062 34 |
| Reserve for accrued depreciation—Cr..... | 2,030 70 | 1,401 78 |
| Net total..... | \$ 19,789 36 | \$ 13,660 56 |
| Cost per mile of line..... | 738 40 | 738 40 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|---|----|-----------|
| Rail operations—Revenues..... | \$ | 74,389 25 |
| Rail operations—Expenses..... | | 56,253 26 |
| Net revenue—Rail operations..... | \$ | 18,135 99 |
| Railway tax accruals..... | \$ | 2,171 19 |
| Railway operating income..... | \$ | 15,964 80 |
| OTHER INCOME: | | |
| Income from unfunded securities and accounts..... | | 393 33 |
| Gross income..... | \$ | 16,348 13 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Deductions for lease of other roads..... | | 22,829 50 |
| Net loss..... | \$ | 6,481 37 |
| Income balance transferred to debit of profit and loss..... | \$ | 6,481 37 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|--------------|--------------|
| Balance (at beginning of fiscal period)..... | \$ 5,408 44 | |
| Debit balance transferred from income account..... | 6,481 37 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | | \$ 11,889 81 |
| Total..... | \$ 11,889 81 | \$ 11,889 81 |

RENTS PAYABLE.

Deductions for Lease of Other Roads.

| ROAD LEASED | TOTAL |
|---|--------------|
| From Devon, W. Va., to Riffe, Va., leased from W. M. Ritter Lumber Company..... | \$ 20,665 92 |

Miscellaneous Rent Deductions.

| DESCRIPTION OF PROPERTY | NAME OF LESSOR | AMOUNT |
|-------------------------|--------------------------|-------------|
| Lease of rails..... | Norfolk & Western Ry.Co. | \$ 2,163 58 |

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX | | SPECIFIC TAX | | TOTAL |
|-----------------------|---|--|-------------------------------------|---|-------------|
| | On the Value of Real and Personal Property | On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or Other Results of Operation | On Stocks, Bonds, Loans, Etc. | On Gross or Net Earnings, Revenue or Dividends | |
| Kentucky..... | \$ 288 00 | \$ 624 00 | | | \$ 912 00 |
| Virginia..... | 634 25 | | \$ 15 00 | \$ 479 87 | 1,129 23 |
| West Virginia..... | 19 79 | | 110 00 | | 129 97 |
| Total..... | \$ 942 32 | \$ 624 00 | \$ 125 00 | \$ 479 87 | \$ 2,171 19 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|---------------|--|---------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT: | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 11,185 00 | Equipment..... | \$ 11,185 00 | |
| 10,328 70 | Investment since June 30, 1907: | 10,635 06 | \$ 306 36 |
| | Equipment..... | | |
| \$ 1,010 61 | Reserve for accrued depreciation—Cr..... | \$ 2,030 70 | \$ 1,020 09 |
| \$ 20,503 09 | Total..... | \$ 19,789 36 | \$ *713 73 |
| | WORKING ASSETS | | |
| \$ 3,473 69 | Cash..... | \$ 5,648 39 | \$ 2,174 70 |
| 18,000 00 | Loans and bills receivable..... | 10,000 00 | *8,000 00 |
| 984 32 | Miscellaneous accounts receivable..... | 797 29 | *187 03 |
| 3,399 85 | Materials and supplies..... | 3,787 07 | 387 22 |
| \$ 25,857 86 | Total..... | \$ 20,232 75 | \$ *5,625 11 |
| | PROFIT AND LOSS | | |
| \$ 5,408 44 | Balance..... | \$ 11,889 81 | \$ 6,481 37 |
| \$ 51,769 39 | Grand total..... | \$ 51,911 92 | \$ 142 53 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 50,000 00 | Capital stock..... | \$ 50,000 00 | |
| | WORKING LIABILITIES | | |
| 1,157 82 | Audited vouchers and wages unpaid..... | 1,200 08 | \$ 42 26 |
| 611 57 | Miscellaneous accounts payable..... | 711 84 | 100 27 |
| \$ 1,769 39 | Total..... | \$ 1,911 92 | \$ 142 53 |
| \$ 51,769 39 | Grand total..... | \$ 51,911 92 | \$ 142 53 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|---|-----------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | | 205 | 205 | .33 |
| Flour..... | | 122 | 122 | .19 |
| Other mill products..... | | 461 | 461 | .73 |
| Hay..... | | 224 | 224 | .36 |
| Fruit and vegetables..... | | 12 | 12 | .02 |
| Total..... | | 1,024 | 1,024 | 1.63 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | | 52 | 52 | .08 |
| Dressed meats..... | | 2 | 2 | ----- |
| Other packing-house products..... | | 18 | 18 | .03 |
| Total..... | | 72 | 72 | .11 |
| <i>Products of Mines:</i> | | | | |
| Bituminous coal..... | 8,832 | ----- | 8,832 | 14.02 |
| Stone, sand and other like articles..... | | 28 | 28 | .05 |
| Total..... | 8,832 | 28 | 8,860 | 14.07 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 51,000 | ----- | 51,000 | 80.95 |
| Total..... | 51,000 | ----- | 51,000 | 80.95 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | | 110 | 110 | .17 |
| Sugar..... | | 20 | 20 | .03 |
| Iron and steel rails..... | | 18 | 18 | .03 |
| Other castings and machinery..... | | 301 | 301 | .48 |
| Cement, brick and lime..... | | 5 | 5 | .01 |
| Other manufactures..... | | 73 | 73 | .12 |
| Total..... | | 527 | 527 | .84 |
| Merchandise..... | | 895 | 895 | 1.42 |
| Miscellaneous: Other commodities not mentioned above..... | | 622 | 622 | .98 |
| Total tonnage..... | 59,832 | 3,168 | 63,000 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | FREIGHT ORIGINATING ON THIS ROAD | | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|-----------------------------|---|-----------------------|-----------|
| | Delivered to Consignee | Delivered to Other Carriers | | | |
| | Whole Tons | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | | |
| Grain..... | | | 143 | 143 | .38 |
| Flour..... | | | 85 | 85 | .19 |
| Other mill products..... | | | 323 | 323 | .73 |
| Hay..... | | | 157 | 157 | .36 |
| Fruit and vegetables..... | | | 8 | 8 | .02 |
| Total..... | | | 716 | 716 | 1.63 |
| <i>Products of Animals:</i> | | | | | |
| Live stock..... | | | 36 | 36 | .08 |
| Dressed meats..... | | | 1 | 1 | |
| Other packing-house products..... | | | 13 | 13 | .03 |
| Total..... | | | 50 | 50 | .11 |
| <i>Products of Mines:</i> | | | | | |
| Bituminous coal..... | 6,097 | | | 6,097 | 14.02 |
| Stone, sand and other like articles..... | | | 20 | 20 | .05 |
| Total..... | 6,097 | | 20 | 6,117 | 14.07 |
| <i>Products of Forests:</i> | | | | | |
| Lumber..... | | 35,205 | | 35,205 | 80.95 |
| Total..... | | 35,205 | | 35,205 | 80.95 |
| <i>Manufactures:</i> | | | | | |
| Petroleum and other oils..... | | | 77 | 77 | .17 |
| Sugar..... | | | 14 | 14 | .03 |
| Iron and steel rails..... | | | 13 | 13 | .03 |
| Bar and sheet metal..... | | | 210 | 210 | .48 |
| Cement, brick and lime..... | | | 3 | 3 | .01 |
| Other manufactures..... | | | 51 | 51 | .12 |
| Total..... | | | 368 | 368 | .84 |
| Merchandise..... | | | 618 | 618 | 1.42 |
| Miscellaneous: Other commodities not mentioned above..... | | | 429 | 429 | .98 |
| Total tonnage—State..... | 6,097 | 35,205 | 2,201 | 43,503 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton, Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|--|-------|
| | Whole Tons | | Dollars | Cents | Mills |
| Bituminous coal..... | 8,832 | 117,289 | 9,403 | 8 | 0.17 |
| Lumber..... | 51,000 | 677,280 | 54,975 | 8 | 0.17 |

MILEAGE—ENTIRE LINE.
Mileage of Road Operated (All Tracks).

| LINE IN USE | Line Operated Under Lease | Total Mileage Operated | New Line Construct- ed During Year | RAILS |
|--|------------------------------------|------------------------------|---|-------|
| | | | | Steel |
| ENTIRE LINE: | | | | |
| Miles of single track..... | 26.80 | 26.80 | ----- | 26.80 |
| Miles of yard track and sidings..... | 1.37 | 1.37 | ----- | 1.37 |
| Total mileage operated (all tracks)..... | 28.17 | 28.17 | ----- | 28.17 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | |
|--|-------|-------|-------|-------|
| Kentucky..... | 8.00 | 8.00 | ----- | 8.00 |
| Virginia..... | 18.50 | 18.50 | ----- | 18.50 |
| West Virginia..... | .30 | .30 | ----- | .30 |
| Total mileage operated (single track)..... | 26.80 | 26.80 | ----- | 26.80 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|-------------------|-------------------|---------|--------|---------|
| | TRAINMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Other causes..... | ----- | 1 | ----- | 1 |

Average number employed during year: Trainmen, 12; stationmen, 1; trackmen, 30; other employees, 15; total, 58.

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH |
|---------------|--------|---------------------|-------------------|-------------------|
| | | Feet | Feet | Feet |
| | | | | |
| BRIDGES: | | | | |
| Wooden..... | 32 | 4,978 | 60 | 350 |
| Total..... | 32 | 4,978 | ----- | ----- |
| Trestles..... | 20 | 1,625 | 10 | 250 |

Gauge of track, 3 feet, 6 inches; 18.50 miles.

Big Stone Gap and Powell's Valley Railroad Company

HISTORY

Exact name of common carrier making this report—Big Stone Gap and Powell's Valley Railroad Company.

Date of organization—January 18, 1912.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia. See Acts 1889-90, page 599, and Acts 1891-92, page 68.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—Original name Valley Street Railway Company. Was changed to Big Stone Gap and Powell's Valley Railway Company, and re-organized January 18, 1912, under name of Big Stone Gap and Powell's Valley Railroad Company.

DIRECTORS.

| <i>Name.</i> | <i>Post-Office Address.</i> | <i>Date of Expiration of Term</i> |
|---------------------|-----------------------------|-------------------------------------|
| L. O. Pettit..... | Big Stone Gap, Va..... | } Third Wednesday in July, 1914. |
| R. A. Ayers..... | Big Stone Gap, Va..... | |
| H. J. Ayers..... | Big Stone Gap, Va..... | |
| Kate A. Pettit..... | Big Stone Gap, Va..... | |
| G. T. Bostwick..... | Big Stone Gap, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|---------------------|--------------------------|
| Chairman of the Board..... | L. O. Pettit..... | Big Stone Gap, Va. |
| President..... | L. O. Pettit..... | Big Stone Gap, Va. |
| Secretary-Treasurer..... | G. T. Bostwick..... | Big Stone Gap, Va. |
| Attorney, or General Counsel..... | R. A. Ayers..... | Big Stone Gap, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, G. T. Bostwick; title, Secretary-Treasurer; address, Big Stone Gap, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—February 12, 1913.
 Date of last closing of stock books before end of year for which this report is made—Books do not close.
 Total number of stockholders of record.—6
 Has each share of stock one vote?—Yes.
 Has any issue of securities contingent voting rights?—No.
 Has any issue of securities special privileges in the election of directors?—No.
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.
 Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Class of Roads Named |
|---|---|--|---|
| | From | To | |
| Big Stone Gap and Powell's Valley Railroad Company..... | Louisville and Nashville Railroad Company's depot and from town of Big Stone Gap, Va..... | Virginia and Southwestern Railway Company's depot and furnace of Union Iron and Steel Company..... | 4.50 |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not held by Re- spondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|-----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| Mortgage Bonds: 20-year 6 per cent. gold bonds, first mortgage... | 1908 | 1918 | \$ 10,000 | \$ 3,500 | | | | \$ 3,500 | 6 J. & J. | \$ 210 00 | \$ 210 00 | \$ 120 00 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD By RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | |
|-------------------------------|-------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|---|-------------------------------------|----------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | Amount Accrued During THE YEAR | Charged to Income | Charged to Construction |
| Mortgage bonds..... | \$ 3,500 | | | | \$ 3,500 | \$ 210 00 | | \$ 20 00 |
| PURPOSE OF THE ISSUE | | | | | | Cash Realized on Amount Issued During the year | Total Par Value Out- standing | Total Cash Realized |
| Issued for cash..... | | | | | | | \$ 3,500 | \$ 3,500 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 50,000 | \$ 50,000 | ----- | 4.50 | \$ 11,111 |
| Funded debt..... | 3,500 | 3,500 | ----- | 4.50 | 778 |
| Total..... | \$ 53,500 | \$ 53,500 | ----- | 4.50 | \$ 11,889 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage Per Mile of Line |
|---|--|--|-------|--|
| | From | To | Miles | |
| 20-year 6 per cent. gold bonds, first mortgage..... | Louisville and Nash- ville R. R. depot via town of Big Stone Gap..... | Virginia and South- western Railway Company's depot and furnace Union Iron and Steel Com- pany..... | 4.50 | \$ 778 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Total Expenditures, July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|
| I. ROAD: | | |
| Engineering..... | \$ 1,250 00 | \$ 1,250 00 |
| Right of way and station grounds..... | 746 63 | 746 63 |
| Real estate..... | 3,157 96 | 3,157 96 |
| Grading..... | 10,122 50 | 10,122 50 |
| Bridges, trestles and culverts..... | 13,355 57 | 13,355 57 |
| Ties..... | 4,000 00 | 4,000 00 |
| Rails..... | 9,500 00 | 9,500 00 |
| Frogs and switches..... | 500 00 | 500 00 |
| Track fastenings and other material..... | 512 50 | 512 50 |
| Ballast..... | 757 00 | 757 00 |
| Track laying and surfacing..... | 1,875 00 | 1,875 00 |
| Crossings and signs..... | 300 00 | 300 00 |
| Shops, enginehouses and turntables..... | 250 00 | 250 00 |
| Shop machinery and tools..... | 187 50 | 187 50 |
| Water stations..... | 100 00 | 100 00 |
| Fuel stations..... | 85 00 | 85 00 |
| Total..... | \$ 46,699 66 | \$ 46,699 66 |
| II. EQUIPMENT: | | |
| Steam locomotives..... | \$ 3,700 34 | \$ 3,700 34 |
| Passenger-train cars..... | 3,000 00 | 3,000 00 |
| Freight-train cars..... | 100 00 | 100 00 |
| Total..... | \$ 6,800 34 | \$ 6,800 34 |
| RECAPITULATION: | | |
| I. Road..... | \$ 46,699 66 | \$ 46,699 66 |
| II. Equipment..... | 6,800 34 | 6,800 34 |
| Total—Entire line..... | \$ 53,500 00 | \$ 53,500 00 |
| Total—State of Virginia..... | \$ 53,500 00 | \$ 53,500 00 |

STATE OF VIRGINIA.

| | | |
|--|--------------|--------------|
| ROAD: | | |
| Engineering..... | \$ 1,250 00 | \$ 1,250 00 |
| Right of way and station grounds..... | 746 63 | 746 63 |
| Real estate..... | 3,157 96 | 3,157 96 |
| Grading..... | 10,122 50 | 10,122 50 |
| Bridges, trestles and culverts..... | 13,355 57 | 13,355 57 |
| Ties..... | 4,000 00 | 4,000 00 |
| Rails..... | 9,500 00 | 9,500 00 |
| Frogs and switches..... | 500 00 | 500 00 |
| Track fastenings and other material..... | 512 50 | 512 50 |
| Ballast..... | 757 00 | 757 00 |
| Track laying and surfacing..... | 1,875 00 | 1,875 00 |
| Crossings and signs..... | 300 00 | 300 00 |
| Shops, enginehouses and turntables..... | 250 00 | 250 00 |
| Shop machinery and tools..... | 187 50 | 187 50 |
| Water stations..... | 100 00 | 100 00 |
| Fuel stations..... | 85 00 | 85 00 |
| Total—State of Virginia..... | \$ 46,699 66 | \$ 46,699 66 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|-------------------------------------|--------------|-------------------|
| | Entire Line | State of Virginia |
| Investment since June 30, 1907..... | \$ 53,500 00 | \$ 53,500 00 |
| Total..... | \$ 53,500 00 | \$ 53,500 00 |
| Cost per mile of line..... | \$ 11,888 88 | \$ 11,888 88 |

INCOME STATEMENT.

| | | |
|---|-------------|-------------|
| RAILWAY OPERATING INCOME: | | |
| Rail operations—Revenues..... | \$ 6,596 02 | |
| Rail operations—Expenses..... | 5,565 15 | |
| Net revenue—Rail operations..... | | \$ 1,030 87 |
| Railway tax accruals..... | | 688 69 |
| Railway operating income..... | | \$ 372 18 |
| OTHER INCOME: | | |
| Hire of equipment—Credit balance..... | \$ 140 00 | |
| Miscellaneous rent income..... | 20 00 | |
| Total other income..... | | \$ 160 00 |
| Gross income..... | | \$ 532 18 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Joint facility rent deductions..... | \$ 77 06 | |
| Interest deductions for funded debt..... | 210 00 | |
| Interest deductions for unfunded debt..... | 26 00 | |
| Miscellaneous deductions..... | 16 30 | |
| Total deductions..... | | 329 36 |
| Net income..... | | \$ 202 82 |
| Income balance transferred to credit of profit and loss | | \$ 202 82 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|-------------|-------------|
| Balance (at beginning of fiscal period)..... | \$ 1,113 26 | |
| Credit balance transferred from income account..... | | \$ 202 82 |
| Balance debit (at end of fiscal period) carried to general balance sheet | | 910 44 |
| Total..... | \$ 1,113 26 | \$ 1,113 26 |

RENTS RECEIVABLE.
Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | AMOUNT |
|--------------------------------------|---------------------------------|----------|
| Lots..... | Big Stone Gap Machine Works.... | \$ 20 00 |

RENTS PAYABLE.
Joint Facility Rent Deductions.

| FACILITY LEASED | LOCATION | NAME OF LESSOR | Amount |
|---|--|--|----------|
| <i>Yards and Terminals:</i> Louisville and Nashville Railroad yards..... | Louisville and Nashville depot, Big Stone Gap, Va..... | Louisville and Nashville Railroad Company..... | \$ 77 06 |

MISCELLANEOUS DEDUCTIONS.

| NATURE OF DEDUCTION | AMOUNT |
|---|----------|
| Debts of Big Stone Gap and Powell's Valley Railway Company assumed by this company..... | \$ 14 40 |
| Account uncollectible..... | 1 90 |
| Total..... | \$ 16 30 |

HIRE OF EQUIPMENT.
Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--|------------------------------------|-------------------|--------------------------------------|-------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCRUED ON EQUIPMENT LOANED: Freight locomotives..... | 28 | \$5 00 per day | ----- | ----- | \$ 140 00 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amount Receivable |
|--|-------------------|
| Equipment interchanged..... | \$ 140 00 |
| Total..... | \$ 140 00 |
| Balance, as shown in income statement..... | \$ 140 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|---------------|---|---------------|----------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 46,699 66 | Road..... | \$ 46,699 66 | |
| 6,800 34 | Equipment..... | 6,800 34 | |
| \$ 53,500 00 | Total..... | \$ 53,500 00 | |
| | WORKING ASSETS | | |
| \$ 169 04 | Cash..... | | \$ *169 04 |
| 75 00 | Loans and bills receivable..... | \$ 75 00 | |
| 376 43 | Miscellaneous accounts receivable..... | 567 83 | 191 40 |
| \$ 620 47 | Total..... | \$ 642 83 | \$ *22 36 |
| | PROFIT AND LOSS | | |
| \$ 1,113 26 | Balance..... | \$ 910 44 | \$ *202 82 |
| \$ 55,233 73 | Grand total..... | \$ 55,053 27 | \$ *180 46 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 40,000 00 | Common stock..... | \$ 40,000 00 | |
| 10,000 00 | Preferred stock..... | 10,000 00 | |
| \$ 50,000 00 | Total..... | \$ 50,000 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 3,500 00 | Mortgage bonds..... | \$ 3,500 00 | |
| | WORKING LIABILITIES | | |
| \$ 1,144 35 | Loans and bills payable..... | \$ 616 83 | \$ *527 52 |
| 406 38 | Audited vouchers and wages unpaid..... | 348 96 | *80 42 |
| 180 00 | Matured interest, dividends and rents unpaid..... | 270 00 | 90 00 |
| \$ 1,733 73 | Total..... | \$ 1,553 27 | \$ *180 46 |
| \$ 55,233 73 | Grand total..... | \$ 55,053 27 | \$ *180 46 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | | 100 | 100 | .73 |
| Flour..... | | 200 | 200 | 1.46 |
| Other mill products..... | | 100 | 100 | .73 |
| Hay..... | | 100 | 100 | .74 |
| Total..... | | 500 | 500 | 3.66 |
| <i>Products of Mines:</i> | | | | |
| Bituminous coal..... | | 4,500 | 4,500 | 32.94 |
| Stone, sand and other like articles..... | | 4,500 | 4,500 | 32.95 |
| Total..... | | 9,000 | 9,000 | 65.89 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 100 | 1,900 | 2,000 | 14.64 |
| Total..... | 100 | 1,900 | 2,000 | 14.64 |
| <i>Manufactures:</i> | | | | |
| Other castings and machinery..... | | 60 | 60 | .44 |
| Cement, brick and lime..... | | 1,900 | 1,900 | 13.91 |
| Household goods and furniture..... | | 200 | 200 | 1.46 |
| Total..... | | 2,160 | 2,160 | 15.81 |
| Total tonnage..... | 100 | 13,560 | 13,660 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | FREIGHT ORIGINATING ON THIS ROAD | | Freight Received from Con- necting Roads and Other Carriers | TOTAL FREIGHT TON- NAGE | |
|---|-------------------------------------|--------------------------------|--|----------------------------|-----------|
| | Delivered to Consignee | Delivered to Other Carriers | | Whole Tons | Per Cent. |
| | Whole Tons | Whole Tons | Whole Tons | | |
| <i>Products of Agriculture:</i> | | | | | |
| Grain..... | ----- | ----- | 100 | 100 | .73 |
| Flour..... | ----- | ----- | 200 | 200 | 1.46 |
| Other mill products..... | ----- | ----- | 100 | 100 | .73 |
| Hay..... | ----- | ----- | 100 | 100 | .74 |
| Total..... | ----- | ----- | 500 | 500 | 3.66 |
| <i>Products of Mines:</i> | | | | | |
| Bituminous coal..... | ----- | ----- | 4,500 | 4,500 | 32.94 |
| Stone, sand and other like ar- ticles..... | ----- | ----- | 4,500 | 4,500 | 32.95 |
| Total..... | ----- | ----- | 9,000 | 9,000 | 65.89 |
| <i>Products of Forests:</i> | | | | | |
| Lumber..... | 100 | ----- | 1,900 | 2,000 | 14.64 |
| Total..... | 100 | ----- | 1,900 | 2,000 | 14.64 |
| <i>Manufactures:</i> | | | | | |
| Other castings and machinery..... | ----- | ----- | 60 | 60 | .44 |
| Cement, brick and lime..... | ----- | ----- | 1,900 | 1,900 | 13.91 |
| Household goods and furni- ture..... | ----- | ----- | 200 | 200 | 1.46 |
| Total..... | ----- | ----- | 2,160 | 2,160 | 15.81 |
| Total tonnage—State.... | 100 | ----- | 13,560 | 13,660 | 100.00 |

SELECTED COMMODITIES.

We keep no record of weights and are unable to give you the tonnage of commodities. We are a transfer line between the depots of Louisville and Nashville Railroad and Virginia and Southwestern Railway and only make a switching charge for all carloads stuff. Our figures given on page 80 are estimated.

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

None.

Average number employed during year: Trainmen, 3; trackmen, 3; other employees, 2; total, 8.

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

We do not maintain an engineering department and cannot give you the information asked for on this page.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH |
|---------------|--------|---------------------|-------------------|-------------------|
| | | Feet | Feet | Feet |
| BRIDGES: | | | | |
| Iron..... | 1 | 180 | 180 | 180 |
| Trestles..... | | 360 | 360 | 360 |

Gauge of track, 4 feet, 8½ inches; 4.50 miles.

Cape Charles Railroad Company

HISTORY

Exact name of common carrier making this report—Cape Charles Railroad Company.

Date of organization—April 4, 1906.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Organized under the laws of the State of Virginia. Statute passed May 21, 1903.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|--------------------|-----------------------------|------------------------------------|
| Wm. A. Patton..... | Philadelphia, Pa..... | } March 17, 1914. |
| John P. Green..... | Philadelphia, Pa..... | |
| W. H. Myers..... | Philadelphia, Pa..... | |
| R. B. Cooke..... | Norfolk, Va..... | |
| Elisha Lee..... | Philadelphia, Pa..... | |
| R. V. Massey..... | Cape Charles, Va..... | |
| A. J. County..... | Philadelphia, Pa..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|------------------------|------------------------------|--------------------------|
| President..... | Wm. A. Patton..... | Philadelphia, Pa. |
| Secretary..... | O. J. DeRousse..... | Philadelphia, Pa. |
| Treasurer..... | Jas. F. Fahnestock..... | Philadelphia, Pa. |
| General Solicitor..... | George Stuart Patterson..... | Philadelphia, Pa. |
| General Counsel..... | Francis I. Gowen..... | Philadelphia, Pa. |
| Comptroller..... | C. M. Bunting..... | Philadelphia, Pa. |
| Auditor..... | H. C. Carlile..... | Philadelphia, Pa. |
| Assistant Auditor..... | Wm. L. Markley..... | Philadelphia, Pa. |
| Superintendent..... | R. V. Massey..... | Cape Charles, Va. |
| Traffic Manager..... | R. B. Cooke..... | Norfolk, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, C. M. Bunting; title, Comptroller; address, Philadelphia, Pa.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—March 18, 1913.

Date of last closing of stock books before end of year for which this report is made—Do not close.

Total number of stockholders of record.—8.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June

30, 1913?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—N. Y. P. & N. R. R. Co.

(c) The manner in which control was established—Through ownership of stock.

(d) The extent of control—100 per cent.

(e) Whether control was direct or indirect—Direct.

ROAD OPERATED—STATE OF VIRGINIA.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|------------------------|------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Cape Charles Railroad Company. | Cape Junction, Va..... | Kiptopeke, Va... | 9.52 | |
| <i>Trackage Rights:</i> New York, Philadelphia and Norfolk Railroad Company..... | Cape Charles, Va..... | Cape Junction, Va..... | 2.70 | 12.22 |
| Total..... | | | | 12.22 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------|-------------|---------------------|-------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 131,000 | \$ 131,000 | ..... | 9.52 | \$ 13,761 |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | Total |
|-------------------------------------|-----------------------------------|-----------|
| Station buildings and fixtures..... | \$ 828 31 | \$ 828 31 |
| Total..... | \$ 828 31 | \$ 828 31 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | Through Issue of Securities | | | |
| ROAD: | | | | |
| Engineering..... | | | \$ 2,574 74 | \$ 2,574 74 |
| Right of way and station grounds..... | \$ 7 17 | | 25,830 25 | 25,837 42 |
| Grading..... | Cr. 55 00 | | 21,671 81 | 21,616 81 |
| Bridges, trestles and culverts..... | | | 2,048 78 | 2,048 75 |
| Ties..... | | | 24,285 34 | 24,285 34 |
| Rails..... | | | 18,987 35 | 18,987 35 |
| Frogs and switches..... | | | 861 39 | 861 39 |
| Track fastenings and other ma- terial..... | | | 3,201 34 | 3,201 34 |
| Ballast..... | | | 54 24 | 54 24 |
| Track laying and surfacing..... | | | 13,293 93 | 13,293 93 |
| Roadway tools..... | | | 269 07 | 269 07 |
| Crossings and signs..... | | | 604 49 | 604 49 |
| Telegraph and telephone lines..... | | | 858 41 | 858 41 |
| Station buildings and fixtures..... | | \$ 828 31 | 4,998 20 | 5,826 51 |
| Rent of equipment..... | | | 29 75 | 29 75 |
| Total..... | \$ Cr. 47 83 | \$ 828 31 | \$ 119,519 06 | \$ 120,299 54 |
| GENERAL EXPENDITURES: | | | | |
| Taxes..... | | | \$ 76 40 | \$ 76 40 |
| Interest and commissions..... | \$ 1,143 35 | | 6,927 57 | 8,070 92 |
| Other expenditures..... | | | 855 30 | 855 30 |
| Total..... | \$ 1,143 35 | | \$ 7,859 27 | \$ 9,002 62 |
| RECAPITULATION: | | | | |
| Road..... | \$ 47 83 | \$ 828 31 | \$ 119,519 06 | \$ 120,299 54 |
| General expenditures..... | 1,143 35 | | 7,859 27 | 9,002 62 |
| Total—Entire line..... | \$ 1,095 52 | \$ 828 31 | \$ 127,378 33 | \$ 129,302 16 |
| Total—State of Virginia.... | \$ 1,095 52 | \$ 828 31 | \$ 127,378 33 | \$ 129,302 16 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|-------------------------------------|---------------|-------------------|
| | Entire Line | State of Virginia |
| Investment since June 30, 1907..... | \$ 129,302 16 | \$ 129,302 16 |
| Total..... | \$ 129,302 16 | \$ 129,302 16 |
| Net total..... | \$ 129,302 16 | \$ 129,302 16 |
| Cost per mile of line..... | 13,582 16 | 13,582 16 |

INCOME STATEMENT.

| | | |
|--|--------------|--------------|
| RAILWAY OPERATING INCOME: | | |
| Rail operations—Revenues..... | \$ 35,616 94 | |
| Rail operations—Expenses..... | 17,189 07 | |
| Net revenue—Rail operations..... | | \$ 18,427 87 |
| Net railway operating revenue..... | | \$ 18,427 87 |
| Railway tax accruals..... | | 1,085 68 |
| Railway operating income..... | | \$ 17,342 29 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Hire of equipment—Debit balance..... | | 4,000 93 |
| Net income..... | | \$ 13,341 36 |
| DISPOSITION OF NET INCOME: | | |
| Dividend appropriations of income..... | | 11,790 00 |
| Income balance transferred to credit of profit and loss..... | | \$ 1,551 36 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|--------------|--------------|
| Balance (at beginning of fiscal period)..... | | \$ 21,732 02 |
| Credit balance transferred from income account..... | | 1,551 36 |
| Balance credit (at end of fiscal period) carried to general balance sheet.. | \$ 23,283 38 | |
| Total..... | \$ 23,283 38 | \$ 23,283 38 |

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Par Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|----------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| Capital stock..... | 6 | ----- | \$ 131,000 | \$ 7,860 00 | ----- | 1912 | 1912 |
| Capital stock..... | 3 | ----- | 131,000 | 3,930 00 | ----- | 1913 | 1913 |
| Total..... | ----- | ----- | ----- | \$ 11,790 00 | ----- | ----- | ----- |

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|--------------------|--------------------------------------|-----------------------------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCRUED ON EQUIPMENT BORROWED: | | | | | |
| Passenger locomotives..... | 37 8-10 | \$ 2.25 | 11,069 | \$10 00 per 100 miles | \$ 1,191 10 |
| Freight locomotives..... | 22½ | 2 25 | 5,709 | \$10 00 per 100 miles | |
| Passenger-train cars..... | | | 31,822 | 1½c, 3c, 4c & 5c | 690 98 |
| Freight-train cars..... | 3,523 | 30c, 35c, & 45c | | | 733 11 |
| | | | | | 1,455 74 |
| Total..... | 3,583 1-20 | | 48,590 | | \$ 4,000 93 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amount Payable |
|--|----------------|
| Equipment interchanged..... | \$ 4,000 93 |
| Total..... | \$ 4,000 93 |
| Balance, as shown in income statement..... | 4,000 93 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All other important physical changes—During the year ended June 30, 1913, changes have been made in track as follows:

Additions—Main Line—Yard Track and Sidings.....01 miles

All new stocks issued—Issued November 1, 1912, to New York, Philadelphia and Norfolk Railroad Company 600 shares of the capital stock of this company at par \$50.00 per share, \$33,000, in payment on account of advances made by the N. Y. P. & N. R. R. Co. for construction of extension of line.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|---------------|--|---------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment since June 30, 1907: | | |
| \$ 119,519 06 | Road..... | \$ 120,299 54 | \$ 780 48 |
| 7,859 27 | General expenditures..... | 9,002 62 | 1,143 35 |
| \$ 127,378 33 | Total..... | \$ 129,302 16 | \$ 1,923 83 |
| | WORKING ASSETS | | |
| \$ 19,172 54 | Cash..... | \$ 24,181 54 | \$ 5,009 00 |
| 8,420 10 | Net balance due from agents and conductors..... | 4,191 80 | *4,228 30 |
| 125 92 | Miscellaneous accounts receivable..... | 174 13 | 48 21 |
| 19 00 | Materials and supplies..... | | *19 00 |
| \$ 27,737 56 | Total..... | \$ 28,547 47 | \$ 809 91 |
| \$ 155,115 89 | Grand total..... | \$ 157,849 63 | \$ 2,733 74 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 98,000 00 | Common stock..... | \$ 121,000 00 | \$ 33,000 00 |
| \$ 31,949 45 | MORTGAGE, BONDED, AND SECURED DEBT | | |
| | Obligations for advances received for construction, equipment and betterments..... | | \$ *31,949 45 |
| | WORKING LIABILITIES | | |
| \$ 435 24 | Traffic and car-service balances due to other companies..... | \$ 348 17 | \$ *87 07 |
| 2,699 18 | Audited vouchers and wages unpaid..... | 2,918 08 | 218 90 |
| \$ 3,134 42 | Total..... | \$ 3,266 25 | \$ 131 83 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 300 00 | Taxes accrued..... | \$ 300 00 | |
| | PROFIT AND LOSS | | |
| \$ 21,732 02 | Balance..... | \$ 23,283 38 | \$ 1,551 36 |
| \$ 155,115 89 | Grand total..... | \$ 157,849 63 | \$ 2,733 74 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|-------------------------------------|---|--------------------------|---------------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | | 245 | 245 | .84 |
| Flour..... | | 91 | 91 | .31 |
| Other mill products..... | | 33 | 33 | .11 |
| Hay..... | | 28 | 28 | .10 |
| Tobacco..... | | 5 | 5 | .02 |
| Fruit and vegetables..... | 21,029 | 477 | 21,506 | 73.72 |
| Other products of agriculture..... | | 9 | 9 | .03 |
| Total..... | 21,029 | 888 | 21,917 | 75.13 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 12 | 3 | 15 | .05 |
| Dressed meats..... | | 6 | 6 | .02 |
| Other packing-house products..... | | 42 | 42 | .15 |
| Poultry, game and fish..... | 654 | | 654 | 2.24 |
| Other products of animals..... | 29 | | 29 | .10 |
| Total..... | 695 | 51 | 746 | 2.56 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | | 266 | 266 | .91 |
| Bituminous coal..... | | 1 | 1 | --- |
| Stone, sand and other like articles..... | 26 | | 26 | .09 |
| Other products of mines..... | | 2 | 2 | .01 |
| Total..... | 26 | 269 | 295 | 1.01 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | | 309 | 309 | 1.06 |
| Total..... | | 309 | 309 | 1.06 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | | 6 | 6 | .02 |
| Sugar..... | | 22 | 22 | .08 |
| Naval stores..... | | 1 | 1 | --- |
| Other castings and machinery..... | | 11 | 11 | .04 |
| Bar and sheet metal..... | | 1 | 1 | --- |
| Cement, brick and lime..... | | 111 | 111 | .38 |
| Agricultural implements..... | | 6 | 6 | .02 |
| Wagons, carriages, tools, etc..... | | 4 | 4 | .01 |
| Wines, liquors and beers..... | | 11 | 11 | .04 |
| Household goods and furniture..... | | 34 | 34 | .12 |
| Other manufactures..... | 213 | 5,370 | 5,583 | 19.14 |
| Total..... | 213 | 5,577 | 5,790 | 19.85 |
| Merchandise..... | 9 | 27 | 36 | .12 |
| Miscellaneous: Other commodities not mentioned above..... | 33 | 47 | 80 | .27 |
| Total tonnage..... | 22,005 | 7,168 | 29,173 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | | 245 | 245 | .84 |
| Flour..... | | 91 | 91 | .31 |
| Other mill products..... | | 33 | 33 | .11 |
| Hay..... | | 28 | 28 | .10 |
| Tobacco..... | | 5 | 5 | .02 |
| Fruit and vegetables..... | 21,029 | 477 | 21,506 | 73.73 |
| Other products of agriculture..... | | 9 | 9 | .03 |
| Total..... | 21,029 | 888 | 21,917 | 75.13 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 12 | 3 | 15 | .05 |
| Dressed meats..... | | 6 | 6 | .02 |
| Other packing-house products..... | | 42 | 42 | .15 |
| Poultry, game and fish..... | 654 | | 654 | 2.24 |
| Other products of animals..... | 29 | | 29 | .10 |
| Total..... | 695 | 51 | 746 | 2.56 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | | 266 | 266 | .91 |
| Bituminous coal..... | | 1 | 1 | ----- |
| Stones, sand and other like articles..... | 26 | | 26 | .09 |
| Other products of mines..... | | 2 | 2 | .01 |
| Total..... | 26 | 269 | 295 | 1.01 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | | 309 | 309 | 1.06 |
| Total..... | | 309 | 309 | 1.06 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | | 6 | 6 | .02 |
| Sugar..... | | 22 | 22 | .06 |
| Naval stores..... | | 1 | 1 | ----- |
| Other castings and machinery..... | | 11 | 11 | .04 |
| Bar and sheet metal..... | | 1 | 1 | ----- |
| Cement, brick and lime..... | | 111 | 111 | .38 |
| Agricultural implements..... | | 6 | 6 | .02 |
| Wagons, carriages, tools, etc..... | | 4 | 4 | .01 |
| Wines, liquors and beers..... | | 11 | 11 | .04 |
| Household goods and furniture..... | | 34 | 34 | .12 |
| Other manufactures..... | 213 | 5,370 | 5,583 | 19.14 |
| Total..... | 213 | 5,577 | 5,790 | 19.85 |
| <i>Merchandise</i> | | | | |
| Miscellaneous: Other commodities not men- tioned above..... | 9 | 27 | 36 | .12 |
| | 33 | 47 | 80 | .27 |
| Total tonnage—State..... | 22,005 | 7,168 | 29,173 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|---|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Anthracite coal..... | 266 | 2,395 | 203 | 08 | 4.76 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|---------------------|-------|------------------|--|----------------------------------|-------------------------------|------------------|---------------------------|--|--------|----------------------------|---|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | Ascending Grades | | Descending Grades | | | |
| | | | | | | | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| Cape Junction, Va.----- | Kiptopeke, Va.----- | 9.52 | 3 | 1.63 | 7.89 | 1.43 | 8 | 36.0 | 2.83 | 13 | 38.0 | 6.26 |

Gauge of track, 4 feet, 8½ inches; 9.52 miles.

TELEGRAPH.

Owned by Company Making this Report.

| OPERATED BY THIS COMPANY | | | OPERATED BY ANOTHER COMPANY | | |
|--------------------------|---------------|--|-----------------------------|---------------|---|
| Miles of Line | Miles of Wire | | Miles of Line | Miles of Wire | Name of Operating Company |
| 9.52 | 38.06 | | ----- | 19.04 | Eastern Shore of Virginia Produce Exchange. |

Carolina, Clinchfield and Ohio Railway

HISTORY.

Name of common carrier making this report—Carolina, Clinchfield and Ohio Railway.

Date of organization?—Original charter granted to South and Western Railroad Company, January 26, 1905. Amendment changing name to Carolina, Clinchfield and Ohio Railway granted March 7, 1908.

Under laws of what Government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.

If a re-organized company, give name of original corporations, and refer to law under which it was organized—The original corporation was chartered by the State Corporation Commission of Virginia, on January 26, 1905. The charter was amended March 7, 1908, changing the name to Carolina, Clinchfield and Ohio Railway, and increasing the capital stock. The present concern is authorized to operate in the States of Tennessee and North Carolina, as well as Virginia. By deed, dated March 31, 1908, the Carolina, Clinchfield and Ohio Railway acquired the properties, rights and franchises of South and Western Railroad, a corporation organized under the laws of the State of Tennessee, by articles of consolidation, dated November 20, 1906, between South and Western Railroad Company (of Tennessee) and Kingsport Southern Railway, and is now operating these properties, etc., in Tennessee. By deed dated April 16, 1908, the Carolina, Clinchfield and Ohio Railway acquired the properties, rights and franchises of the South and Western Railroad Company, a corporation chartered under the laws of the State of North Carolina on December 1, 1905, and is now operating these properties, etc. in North Carolina. Thus, while the original South and Western Railroad Company (of Virginia) was only authorized to operate in Virginia, the Carolina, Clinchfield and Ohio Railway is authorized to and is operating in Virginia, Tennessee and North Carolina.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-------------------------|-----------------------------|------------------------------------|
| Edward D. Adams..... | New York, N. Y..... | } Upon election of successor. |
| C. Ledyard Blair | New York, N. Y..... | |
| Geo. L. Carter..... | Johnson City, Tenn..... | |
| John B. Dennis..... | New York, N. Y..... | |
| Wallace B. Danham..... | Boston, Mass..... | |
| Isaac T. Mann..... | Bramwell, W. Va..... | |
| Mark W. Potter..... | New York, N. Y..... | |
| Norman B. Ream..... | New York, N. Y..... | |
| Robert C. Ream..... | New York, N. Y..... | |
| W. M. Ritter..... | Columbus, Ohio..... | |
| Walter T. Rosen..... | New York, N. Y..... | |
| Thos. F. Ryan..... | New York, N. Y..... | |
| Frank A. Vanderlip..... | New York, N. Y..... | |
| E. T. Watson..... | Burnsville, N. C..... | |
| W. K. Whigham..... | New York, N. Y..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|------------------------|--------------------------|
| Chairman of the Board..... | Mark W. Potter..... | New York, N. Y. |
| President..... | Mark W. Potter..... | New York, N. Y. |
| First Vice-President..... | J. J. Campion..... | Johnson City, Tenn. |
| Secretary..... | Carl M. Owen..... | New York, N. Y. |
| Treasurer..... | S. K. Lindsay..... | Johnson City, Tenn. |
| Attorney, or General Counsel..... | J. Norman Powell..... | Johnson City, Tenn. |
| Comptroller..... | I. McQuilkin..... | Johnson City, Tenn. |
| Auditor..... | Jno. A. Muse..... | Johnson City, Tenn. |
| Assistant Auditor..... | J. M. Featherston..... | Johnson City, Tenn. |
| Chief Engineer..... | Ward Crosby..... | Johnson City, Tenn. |
| General Superintendent..... | L. H. Phetteplace..... | Erwin, Tenn. |
| Traffic Manager..... | J. J. Campion..... | Johnson City, Tenn. |

Officer to whom correspondence concerning this report should be addressed: Name, I. McQuilkin; title, Comptroller; address, Johnson City, Tenn.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—February 2, 1911.

Date of last closing of stock books before end of year for which this report is made—Not closed.

Total number of stockholders of record—7.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—The Cumberland Corporation.

(c) The manner in which control was established—By ownership of stock.

(d) The extent of control—100,000 shares preferred stock, 249,900 shares common stock.

(e) Whether control was direct or indirect—Direct.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|---|---|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Carolina, Clinchfield and Ohio Railway..... | Dante, Va..... | Johnson City, Tenn..... | 85.27 | 223.47 |
| | Johnson City, Tenn..... | North Carolina and South Carolina State line..... | 138.20 | |
| <i>Branches and Spurs:</i> Carolina, Clinchfield and Ohio Railway..... | Laurel Junction..... | Laurel Tipple..... | 3.39 | |
| | Kiser, Va..... | Laurel Junction, Va..... | 5.60 | 15.68 |
| | Hurricane Jct..... | End of track..... | 1.52 | |
| | Dante, Va..... | Tipple, No. 2..... | .78 | |
| | Dante, Va..... | Foot of Switchback..... | 1.27 | |
| | Near E. T. & W. N. C. Ry. Crossing, Tenn..... | Carnegie, Tenn..... | 2.32 | |
| | Bostic Crossing, N. C..... | Bostic, N. C..... | .80 | |
| <i>Trackage Rights:</i> East Tennessee and Western N. C. Ry..... | Buffalo St..... | Division St..... | | 9.08 |
| | Johnson City, Tenn..... | Johnson City, Tenn..... | .63 | |
| North and Western Ry.. | St. Paul, Va..... | Kiser, Va..... | 8.45 | |
| | Total..... | | | 248.23 |

STATE OF VIRGINIA.

| | | | | |
|---|-----------------------------|---------------------------|--------|--------|
| <i>Main Line:</i> Carolina, Clinchfield and Ohio Railway..... | Dante, Va..... | Va.-Tenn. State line..... | 51.879 | 51.879 |
| <i>Branches and Spurs:</i> Carolina, Clinchfield and Ohio Railway..... | Dante, Va..... | Tipple No. 2..... | .78 | 12.500 |
| | Dante, Va..... | Foot of Switchback..... | 1.27 | |
| | Kiser, Va..... | Hurricane Jct., Va..... | 5.60 | |
| | Laurel Jct., Va..... | Laurel Tipple, Va..... | 3.39 | |
| | Hurricane Jct..... | End of track..... | 1.52 | |
| <i>Trackage Rights:</i> Norfolk and Western Ry.. | St. Paul, Va..... | Kiser, Va..... | 8.45 | 8.45 |
| | Total mileage operated..... | | | 72.889 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Miscellaneous Investments—Physical Property.

| DESIGNATION | Character of Business | State or Territory | Net Investment |
|---------------------------|-----------------------|---------------------|----------------|
| 87 tons of rail..... | Railroad..... | Tennessee..... | \$ 2,472 63 |
| 631.266 tons of rail..... | Tramroad..... | North Carolina..... | 15,904 51 |
| 560.92 tons of rail..... | Tramroad..... | North Carolina..... | 19,489 67 |
| Total..... | | | \$ 37,926 81 |

REPORT STATE CORPORATION COMMISSION

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not Held by Re- spondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | |
| First mortgage..... | 1908 | 1938 | \$15,000,000 | \$13,150,000 | \$ 150,000 | ----- | ----- | \$13,000,000 | 5 | J. & D. | \$ 648,351 65 | \$ 650,650 00 |
| Ten year mortgage gold notes..... | 1909 | 1919 | 5,000,000 | 2,000,000 | ----- | ----- | ----- | 2,000,000 | 5 | J. & J. | 102,500 00 | 477,500 00 |
| L. C. and L. E. R. R. first mortgage..... | 1903 | 1933 | 200,000 | 200,000 | ----- | ----- | \$5,000 | 195,000 | 5 | J. & J. | 9,750 00 | 9,875 00 |
| Elkhorn Extension first mortgage gold notes..... | 1912 | 1917 | 5,500,000 | 2,200,000 | ----- | ----- | ----- | 2,200,000 | 5 | M. & N. | 48,430 56 | 41,250 00 |
| Total..... | ----- | ----- | \$23,700,000 | \$17,550,000 | \$ 150,000 | ----- | \$5,000 | \$17,395,000 | ----- | ----- | \$ 809,532 21 | \$1,179,275 00 |

Explanatory Remarks.

| | |
|---|--------------|
| Interest accrued..... | |
| Series A \$1,600,000 00 at 5% for 5 months..... | \$ 33,208 34 |
| 1,500,000 00 at 5% for 6 months..... | 39,000 00 |
| 1,430,000 00 at 5% for 1 month..... | 5,958 33 |
| Total..... | \$ 80,166 67 |
| Series B \$ 800,000 00 at 5% for 4 months..... | 1,666 67 |
| 750,000 00 at 5% for 6 months..... | 18,750 00 |
| 700,000 00 at 5% for 6 months..... | 16,041 66 |
| Total..... | \$ 36,458 33 |
| Series C \$1,000,000 00 at 5% for 6 months..... | 25,000 00 |
| 950,000 00 at 5% for 5 months..... | 19,791 66 |
| Total..... | \$ 44,791 66 |

EQUIPMENT TRUST OBLIGATIONS.
General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | EQUIPMENT COVERED |
|-----------------------------|--------------------|---------------|-----------------------|--|
| Series A..... | Dec. 1, 1908..... | 10 years..... | Twenty..... | 1,600 steel hopper cars. 500 steel gondolas. 250 steel underframe box cars. 100 steel flat cars. 100 wooden flat cars. 8 baggage cars. 1 mail car. 12 passenger coaches. 15 cabooses. 15 freight locomotives. 4 passenger locomotives. 1 Mallet locomotive. 1 wreck car. |
| Series B..... | Jan. 15, 1910..... | 10 years..... | Twenty..... | 750 steel hopper cars. 250 steel gondolas. 4 mogul Mallet locomotives. 3 passenger locomotives. |
| Series C..... | Aug. 1, 1912..... | 10 years..... | Twenty..... | 1,000 steel hopper cars. 6 mogul Mallet locomotives. 3 passenger locomotives. |

FUNDED DEBT—EQUIPMENT TRUST OBLIGATIONS—CONTINUED.
Statement of Amount.

| SERIES OR OTHER DESIGNATION | Cash Paid on Delivery of Equipment | DEFERRED PAYMENTS | | | | INTEREST | | |
|--------------------------------|--|--------------------|-----------------------|--------------------|-----------------------|---|-----------------------------------|-------|
| | | PRINCIPAL | | INTEREST | | Amount Accrued During the Year | Amount Paid During the Year | Rate |
| | | Original Amount | Amount Outstanding | Original Amount | Amount Outstanding | | | |
| Series A..... | \$ 636,237 60 | \$2,600,000 00 | \$1,430,000 00 | \$ 682,500 00 | \$ 214,000 00 | \$ 80,166 67 | \$ 81,175 00 | 5 |
| Series B..... | 375,285 00 | 1,000,000 00 | 700,000 00 | 262,500 00 | 156,250 00 | 36,458 33 | 55,000 00 | 5 |
| Series C..... | 385,761 59 | 1,000,000 00 | 950,000 00 | 262,500 00 | 237,500 00 | 44,791 66 | 25,000 00 | 5 |
| Total..... | \$1,397,284 19 | \$4,600,000 00 | \$3,080,000 00 | \$1,207,500 00 | \$ 607,750 00 | \$ 161,416 66 | \$ 191,175 00 | ----- |

Explanatory Remarks.

Amount accrued during year on equipment trust obligations as shown above is.....\$ 161,416 66
 At the time series C notes were sold there had accrued interest to the amount of.....8,194 44
 Which was collected from purchasers thereby reducing charge against our income account to.....153,222 22

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | |
|---|---|---|-------------------------------------|---------------------------------|--|---|-----------------------------------|----------------------------|--|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year | | |
| | | | | | Charged to Income | | | Charged to Construction | |
| Mortgage bonds..... | \$ 17,550,000 | \$ 150,000 | ----- | \$ 5,000 | \$ 17,395,000 | \$ 781,101 65 | \$ 48,430 56 | \$ 1,179,275 00 | |
| Equipment trust obligations..... | 3,080,000 | ----- | ----- | ----- | 3,080,000 | 153,222 22 | ----- | 191,175 00 | |
| Total..... | \$ 20,630,000 | \$ 150,000 | ----- | \$ 5,000 | \$ 20,475,000 | \$ 914,323 87 | \$ 48,430 56 | \$ 1,370,450 00 | |
| PURPOSE OF THE ISSUE | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized | REMARKS | | | | |
| | \$ 2,200,000 | \$ 2,000,000 | \$ 3,750,000 | \$ 3,150,000 | | | | | |
| | 1,000,000 | 1,000,000 | 11,200,000 | 2,000,000 | | | | | |
| | ----- | ----- | 5,480,000 | 6,418,000 | | | | | |
| | ----- | ----- | 200,000 | ----- | | | | | |
| Issued for cash..... | ----- | ----- | ----- | ----- | Funded debt of Lick Creek and Lake Erie Rail- road assumed by this company. | | | | |
| Issued for construction of new properties..... | ----- | ----- | ----- | ----- | | | | | |
| Issued for additions and betterments..... | ----- | ----- | ----- | ----- | | | | | |
| Issued for purchase of railway or other property..... | ----- | ----- | ----- | ----- | | | | | |
| Total..... | \$ 3,200,000 | \$ 3,000,000 | \$ 20,630,000 | \$ 10,568,000 | | | | | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|---------------|------------------------|----------------------------|------------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 35,000,000 | \$ 35,000,000 | ----- | 239.15 | \$ 146,352 |
| Funded debt..... | 20,630,000 | 20,630,000 | ----- | 239.15 | 86,264 |
| Total..... | \$ 55,630,000 | \$ 55,630,000 | ----- | 239.15 | \$ 232,616 |

DISCOUNT ON SECURITIES.
On Funded Debt.

| CLASS OF BOND OR OBLIGATION | NET AMOUNT OF DISCOUNT | | |
|--------------------------------------|------------------------|--|--|
| | Total | Charged to Income or Profit and Loss | To be Charged During Remain- ing Life of Security |
| First mortgage gold bonds..... | \$ 55,280 00 | \$ 55,280 00 | ----- |
| Ten-year 5% gold notes..... | 300,000 00 | 300,000 00 | ----- |
| Equipment trust notes, series A..... | 171,333 34 | 171,333 34 | ----- |
| Equipment trust notes, series B..... | 30,000 00 | 30,000 00 | ----- |
| Total..... | \$ 556,633 34 | \$ 556,633 34 | ----- |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACES MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--|--------------------------|---------------------------|--------|--|---|
| | From | To | Miles | | |
| First mortgage 5% gold bonds..... | Dante, Va..... | South Carolina State line | 228.64 | \$ 57,514 | First mortgage on all income and prop- erty owned between Dante and South Carolina State line subject to prior claim of L. C. & L. E. bonds on road between Dante and Fink, Va. |
| Ten-year 5% gold notes..... | Dante, Va..... | South Carolina State line | 228.64 | 8,747 | Second mortgage on all income and property owned between Dante and South Carolina State line. |
| Lick Creek and Lake Erie Railroad first mortgage bonds..... | Dante, Va..... | To a point near Fink, Va. | 8.00 | 25,000 | None. |
| Elkhorn Extension 5% first mortgage gold notes..... | Elkhorn, Ky..... | Dante, Va..... | 34.80 | 63,218 | None. \$3,000,000.00 first mortgage bonds of Carolina, Clinchfield and Ohio Rail- way Company of South Carolina, are deposited with trustee of Carolina, Clinchfield and Ohio Railway first mortgage as additional security for issue of said bonds. |

Explanatory Remarks.

Road mortgage is covered by following items listed under road operated—entire line.

| | |
|--|--------|
| Dante to Johnson City..... | 85.27 |
| Johnson City to South Carolina State line..... | 138.20 |
| Dante to Tippah No. 2..... | .78 |
| Dante to foot of switchback..... | 1.27 |
| E. T. & W. N. C. Crossing to Carnegie..... | 2.32 |
| Bostic Crossing to Bostic..... | .80 |

228.64

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | Through Issue of Securities | Property Retired or Converted | Total |
|--|---|-----------------------------------|-------------------------------------|-----------------|
| Right of way and station grounds..... | \$ 200 00 | ----- | ----- | \$ 200 00 |
| Widening cuts and fills..... | 1 70 | ----- | ----- | 1 70 |
| Grade reductions and changes of line..... | 36 52 | ----- | ----- | 36 52 |
| Tunnel improvements..... | 55,640 06 | ----- | ----- | 55,640 06 |
| Bridges, trestles and culverts..... | 19,347 88 | ----- | ----- | 19,347 88 |
| Increased weight of rail..... | 3,266 08 | ----- | ----- | 3,266 08 |
| Ballast..... | 3,145 00 | ----- | ----- | 3,145 00 |
| Sidings and spur tracks..... | 9,517 85 | ----- | \$ 152,684 76 | Cr. 143,166 91 |
| Terminal yards..... | 16,519 70 | ----- | ----- | 16,519 70 |
| Fencing right of way..... | 203 50 | ----- | ----- | 203 50 |
| Improvement of crossings under or over grade..... | ----- | ----- | 21 16 | Cr. 21 16 |
| Elimination of grade crossings..... | 2,123 30 | ----- | ----- | 2,123 30 |
| Telegraph and telephone lines..... | 8,358 93 | ----- | ----- | 8,358 93 |
| Station buildings and fixtures..... | 13,051 39 | ----- | ----- | 13,051 39 |
| Shops, enginehouses and turn- tables..... | 9,220 75 | ----- | ----- | 9,220 75 |
| Shop machinery and tools..... | 10,273 06 | ----- | ----- | 10,273 06 |
| Water and fuel stations..... | 10,371 57 | ----- | ----- | 10,371 57 |
| Equipment..... | 228,361 44 | \$1,000,000 00 | 30,936 42 | 1,197,425 02 |
| Other additions and betterments..... | 12,435 64 | ----- | 419 84 | 12,015 80 |
| Total..... | \$ 402,074 37 | \$1,000,000 00 | \$ 184,062 18 | \$ 1,218,012 19 |

STATE OF VIRGINIA.

| | | | | |
|--------------------------------------|---------------|---------------|---------------|----------------|
| Tunnel improvements..... | \$ 7,497 12 | ----- | ----- | \$ 7,497 12 |
| Bridges, trestles and culverts..... | 19,347 88 | ----- | ----- | 19,347 88 |
| Sidings and spur tracks..... | 1,611 00 | \$ 138,174 14 | ----- | Cr. 136,563 14 |
| Terminal yards..... | 113 57 | ----- | ----- | 113 57 |
| Fencing right of way..... | 18 77 | ----- | ----- | 18 77 |
| Elimination of grade crossings..... | 305 96 | ----- | ----- | 305 96 |
| Telegraph and telephone lines..... | 5,650 01 | ----- | ----- | 5,650 01 |
| Station buildings and fixtures..... | 5,515 55 | ----- | ----- | 5,515 55 |
| Water and fuel stations..... | 712 55 | ----- | ----- | 712 55 |
| Equipment..... | 57,090 35 | 250,000 00 | \$ 7,734 10 | 299,356 25 |
| Other additions and betterments..... | 11,743 06 | ----- | 419 84 | 11,323 22 |
| Dante boarding house.....\$10,729 13 | ----- | ----- | ----- | ----- |
| Section houses.....1,013 93 | ----- | ----- | ----- | ----- |
| Less section house sold.....419 84 | ----- | ----- | ----- | ----- |
| Total—State of Virginia..... | \$ 109,605 82 | \$ 250,000 00 | \$ 146,328 06 | \$ 213,277 74 |

Explanatory Remarks.

Charges to account "Other Additions and Betterments" represents cost of:

| | |
|---------------------------------|-------------|
| Boarding house at Dante..... | \$10,729 13 |
| Pumpers house..... | 644 82 |
| 2 section foreman's houses..... | 1,061 69 |
| | \$12,435 64 |
| Section house sold..... | 419 84 |
| | \$12,015 80 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|--|---|---|
| | Through Issue of Securities | | | |
| I. ROAD: | | | | |
| Engineering | \$ 78,057 86 | \$ Cr. 4,680 46 | \$ 2,057 03 | \$ 75,434 37 |
| Right of way and station grounds | 12,325 23 | 200 00 | 1,187 46 | 11,337 77 |
| Real estate | | | 72 76 | 72 76 |
| Grading | 1,032,263 96 | Cr. 93,417 72 | 132,844 60 | 1,071,660 84 |
| Tunnels | 472,702 74 | 55,640 06 | 115,329 43 | 643,672 23 |
| Bridges, trestles and culverts | 222,836 48 | Cr. 6,342 13 | 26,286 37 | 242,780 72 |
| Ties | 5,368 79 | Cr. 7,902 69 | 14,075 89 | 11,541 99 |
| Rails | 16,342 42 | 3,794 35 | 57,271 29 | 77,408 06 |
| Frogs and switches | 839 33 | 174 96 | 14,072 96 | 15,087 25 |
| Track fastenings and other ma- terial | 3,275 21 | 962 48 | 44,573 03 | 48,810 72 |
| Ballast | 19,529 64 | 1,290 60 | 65,404 75 | 86,224 99 |
| Track laying and surfacing | 7,722 97 | 5,313 97 | 40,043 72 | 53,080 66 |
| Roadway tools | 2 28 | | 6 91 | 9 19 |
| Fencing right of way | | 203 50 | 3,162 43 | 3,365 93 |
| Crossings and signs | | 2,058 75 | 948 06 | 3,006 81 |
| Interlocking and other signal apparatus | 6 03 | | 17,933 19 | 17,939 22 |
| Telegraph and telephone lines | 5,991 09 | 8,358 93 | 13,252 58 | 27,602 60 |
| Station buildings and fixtures | | 13,051 39 | 26,947 99 | 39,999 38 |
| Shops, enginehouses and turn- tables | | 9,220 75 | 100,515 42 | 109,936 17 |
| Shop machinery and tools | | 10,985 61 | 66,771 56 | 77,757 17 |
| Water stations | 142 40 | | 6,256 94 | 6,399 34 |
| Fuel stations | | 9,659 02 | 15,634 25 | 25,293 27 |
| Miscellaneous structures | | 12,015 80 | 12,497 70 | 24,513 50 |
| Repairs of equipment | 2,450 68 | | | 2,450 68 |
| Earnings and operating ex- penses during construction | Cr. 5 00 | | | Cr. 5 00 |
| Injuries to persons | 55 20 | | | 55 20 |
| Cost of road purchased and built under contract | | | 40,821,159 88 | 40,821,159 88 |
| Total | \$1,879,907 25 | \$ 20,587 17 | \$41,595,931 28 | \$43,496,425 70 |
| II. EQUIPMENT: | | | | |
| Steam locomotives | | \$ 58,535 27 | \$ 704,430 76 | \$ 762,966 03 |
| Passenger-train cars | | Cr. 2,137 01 | 334,903 26 | 332,766 25 |
| Freight-train cars | | 1,141,652 36 | 3,915,362 62 | 5,057,014 98 |
| Work equipment | | Cr. 625 60 | 71,128 30 | 70,502 70 |
| Total | | \$1,197,425 02 | \$ 5,025,824 94 | \$ 6,223,249 96 |
| III. GENERAL EXPENDITURES: | | | | |
| Law expenses | \$ 4,709 18 | | | \$ 4,709 18 |
| Stationery and printing | 869 65 | | | 869 65 |
| Interest and commissions | 241,100 52 | | \$ 322,589 99 | 563,690 51 |
| Other expenditures | 6,037 21 | | | 6,037 21 |
| Total | \$ 252,716 56 | | \$ 322,589 99 | \$ 575,306 55 |
| RECAPITULATION | | | | |
| I. Road | \$1,879,907 25 | \$ 20,587 17 | \$41,595,931 28 | \$43,496,425 70 |
| II. Equipment | | 1,197,425 02 | 5,025,824 94 | 6,223,249 96 |
| III. General expenditures | 252,716 56 | | 322,589 99 | 575,306 55 |
| Total—Entire line | \$2,132,623 81 | \$1,218,012 19 | \$46,944,346 21 | \$50,294,982 21 |
| Total—State of Virginia | \$1,919,493 29 | \$ 213,277 74 | \$12,700,824 78 | \$14,833,596 81 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—STATE OF VIRGINIA.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | Through Issue of Securities | | | |
| I. ROAD: | | | | |
| Engineering..... | \$ 70,977 86 | \$ Cr. 5,174 70 | \$ 457 50 | \$ 66,260 66 |
| Right of way and station grounds..... | 5,087 20 | | 613 38 | 4,473 82 |
| Grading..... | 946,030 88 | Cr. 93,996 06 | 27,378 42 | 879,413 24 |
| Tunnels..... | 442,793 34 | 7,487 12 | 103,122 82 | 553,413 28 |
| Bridges, trestles and culverts... | 189,652 21 | Cr. 6,267 28 | 4,076 20 | 187,461 13 |
| Ties..... | 1,485 82 | Cr. 9,577 12 | 4,303 68 | Cr. 3,787 62 |
| Rails..... | 4,346 18 | 183 57 | 12,929 18 | 17,458 93 |
| Frogs and switches..... | 231 08 | Cr. 177 73 | 8,223 53 | 3,276 88 |
| Track fastenings and other ma- terial..... | 1,213 66 | Cr. 37 11 | 11,325 79 | 12,502 34 |
| Ballast..... | 17,499 15 | Cr. 2,046 41 | 22,603 71 | 38,056 45 |
| Track laying and surfacing..... | 6,718 28 | 34 54 | 11,486 90 | 18,239 72 |
| Roadway tools..... | 2 28 | | | 2 28 |
| Fencing right of way..... | | 18 77 | 2,006 24 | 2,025 01 |
| Crossings and signs..... | | 262 57 | 246 50 | 509 07 |
| Interlocking and other signal apparatus..... | 6 03 | | 9,264 00 | 9,270 03 |
| Telegraph and telephone lines... | 5,538 83 | 5,650 01 | 3,476 78 | 14,665 62 |
| Station buildings and fixtures... | | 5,515 55 | 5,721 28 | 11,236 83 |
| Water stations..... | 9 31 | 712 55 | 2,342 80 | 3,064 66 |
| Miscellaneous structures..... | | 11,323 22 | 2,880 99 | 14,204 21 |
| Repairs of equipment..... | 2,206 12 | | | 2,206 12 |
| Earnings and operating ex- penses during construction..... | Cr. 5 00 | | | Cr. 5 00 |
| Injuries to persons..... | 55 20 | | | 55 20 |
| Cost of road purchased and built under contract..... | | | 11,207,105 11 | 11,207,105 11 |
| Total—State of Virginia..... | \$1,693,848 43 | \$ Cr.86,078 51 | \$11,433,338 06 | \$13,041,107 97 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|------------------|-------------------|
| | Entire Line | State of Virginia |
| Investment since June 30, 1907..... | \$ 50,294,982 21 | \$ 14,833,595 81 |
| Total..... | \$ 50,294,982 21 | \$ 14,833,595 81 |
| Reserve for accrued depreciation—Cr..... | 239,966 82 | 59,991 70 |
| Net total..... | \$ 50,055,015 39 | \$ 14,773,604 11 |
| Cost per mile of line..... | 209,303 85 | 229,261 39 |

INCOME STATEMENT.

| OPERATING INCOME: | | |
|--|-----------------|-----------------|
| Rail operations—Revenues..... | \$ 2,480,396 09 | |
| Rail operations—Expenses..... | 1,053,608 89 | |
| Net revenue—Rail operations..... | | \$ 1,426,787 20 |
| Net railway operating revenue..... | | \$ 1,426,787 20 |
| Railway tax accruals..... | | 99,671 41 |
| Railway operating income..... | | \$ 1,327,115 79 |
| OTHER INCOME: | | |
| Hire of equipment—Credit balance..... | \$ 304,334 39 | |
| Joint facility rent income..... | 1,547 83 | |
| Net profit from miscellaneous physical property..... | 2,349 77 | |
| Income from funded securities..... | 150,000 00 | |
| Income from unfunded securities and accounts..... | 9,248 83 | |
| Total other income..... | | 467,480 82 |
| Gross income..... | | \$ 1,794,596 61 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Joint facility rent deductions..... | \$ 8,580 73 | |
| Miscellaneous rent deductions..... | 1,050 00 | |
| Interest deductions for funded debt..... | 914,323 87 | |
| Interest deductions for unfunded debt..... | 33,309 63 | |
| Total deductions..... | | 957,264 23 |
| Net income..... | | \$ 837,332 38 |
| Income balance transferred to credit of profit and loss..... | | \$ 837,332 38 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|----------------|-----------------|
| Balance (at beginning of fiscal period)..... | \$ 503,331 00 | |
| Credit balance transferred from income account..... | | \$ 837,332 38 |
| Profit on road and equipment sold..... | | 85 97 |
| Delayed income credits..... | | 7,489 54 |
| Miscellaneous credits..... | | 1,200,000 00 |
| Dividend appropriations of surplus..... | 300,000 00 | |
| Debt discount extinguished through surplus..... | 556,663 34 | |
| Loss on retired road and equipment..... | 4,806 13 | |
| Delayed income debits..... | 53,885 98 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | 626,221 44 | |
| Total..... | \$2,044,907 89 | \$ 2,044,907 89 |
| Contribution in 1910 to county highway refunded..... | | \$ 1,500 00 |
| Loss on equipment in 1911 refunded this company..... | | 5,140 00 |
| Unclaimed wages and unused mileage books written off..... | | 849 54 |
| Total..... | | \$ 7,489 54 |
| Carolina, Clinchfield and Ohio Railway ten-year 5% gold notes of par value of \$1,200,000.00 returned for cancellation without cost to this company. | | |
| To set up an account for taxes accrued but not due..... | | \$50,000 00 |
| Expenses account injury to persons in 1909..... | | 1,860 98 |
| Interest month of June, 1912, on first mortgage bonds sold in current fiscal year..... | | 2,025 00 |
| Total..... | | \$53,885 98 |

Explanatory Remarks.

Property Abandoned, Charged to Profit and Loss.

| DESCRIPTION OF PROPERTY | Amount Charged off |
|------------------------------|--------------------|
| Entire line—Side tracks..... | \$ 4,806 13 |

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Par Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|--------------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| | 3% Semi- annual | | | | | 1913 | 1913 |
| Preferred capital stock | | | \$ 10,000,000 | | \$ 300,000 00 | 1913 | 1913 |

SECURITIES OWNED—STOCKS.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | UNPLEDGED | |
|---|--------------------|-----------------------|
| | Total Par Value | Cost or Book Value |
| Stocks of proprietary, affiliated and controlled companies held for investment: | | |
| Railway companies—Inactive: | | |
| Capital stock South and Western Railway consolidated..... | \$ 100,000 | |
| Capital stock South and Western Railway Company of North Carolina..... | 100,000 | |
| Capital stock South and Western Railroad Company of North Carolina..... | 29,000 | |
| Capital stock Lick Creek and Lake Erie Railroad..... | 100,000 | |
| Capital stock South and Western Railroad..... | 1,000 | |
| Capital stock Elkhorn Southern Railway..... | 5,000 | * \$2,757,361 41 |
| Capital stock Carolina, Clinchfield and Ohio Railway of Kentucky..... | 5,000 | |
| Capital stock Clinchfield Northern Railway of Kentucky..... | 8,000 | |
| Capital stock Clinchfield Northern Railway..... | 5,000 | |
| Other than railway companies—Active: | | |
| Capital stock Spartansburg Land Company..... | 750,000 | |
| Capital stock Southport Harbor Company..... | 2,000,000 | |
| Total..... | \$ 3,100,000 | \$ 2,757,361 41 |

*Book value of stocks as listed above also includes cost of \$5,000.00 par value of L. C. & L. E. bonds owned.

SECURITIES OWNED—FUNDED DEBT.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEDGED | | INTEREST ACCRUED | |
|--|--------------------|-----------------------|------------------|---------------|
| | Total Par Value | Cost or Book Value | Rate | Amount |
| Funded debt of proprietary, affiliated and controlled companies held for investment: | | | | |
| Railway companies—Active: | | | | |
| Carolina, Clinchfield and Ohio Railway of South Carolina first mortgage bonds.... | \$ 3,000,000 | \$3,000,000 00 | 5 | \$ 150,000 00 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | PAR VALUE | DIVIDENDS OR INTEREST |
|--|--------------|--------------------------|
| STOCKS: | | |
| Stocks of railway companies—Inactive..... | \$ 350,000 | |
| Stocks of other than railway companies—Active..... | 2,750,000 | |
| Total..... | \$ 3,100,000 | |
| FUNDED DEBT: | | |
| Funded debt of respondent "in treasury" and "pledged as collateral"..... | \$ 150,000 | |
| Funded debt of railway companies—Active..... | 3,000,000 | \$ 150,000 00 |
| Total..... | \$ 3,150,000 | \$ 150,000 00 |

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission?—No.

OPERATING RESERVES.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|---|----------------------------|-------------------------------|----------------------------------|----------------------------|
| Reserve for account claims..... | \$ 1,091 94 | | \$ 1,091 94 | |
| Reserve for Western Union Tele- graph account..... | 1,820 87 | \$ 3,551 15 | 3,621 76 | \$ 1,750 26 |
| Reserve for bills not presented..... | | 4,030 58 | | 4,030 58 |
| Reserve for equipment destroyed..... | | 26,900 97 | | 26,900 97 |
| Total..... | \$ 2,912 81 | \$ 34,482 70 | \$ 4,713 70 | \$ 32,681 81 |

ADVANCES TO PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES.

Temporary Advances for Various Purposes.

| NAME OF COMPANY | Amount |
|--------------------------|--------------|
| Holston Corporation..... | \$ 58,903 05 |

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

Temporary Advances for Various Purposes.

| NAME OF COMPANY | Amount |
|---|---------------|
| The Cumberland Corporation..... | \$ 513,570 89 |
| Carolina, Clinchfield and Ohio Railway of South Carolina..... | 50,000 00 |
| Total..... | \$ 563,570 89 |

SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Miscellaneous Investments—Physical Property.

| DESIGNATION | Revenue (or Income) | Expenses | Net Income or Loss | Taxes |
|------------------|------------------------|----------|-----------------------|-------------|
| Leased rail..... | \$ 2,349 77 | | | \$ 2,349 77 |

RENTS RECEIVABLE.

Joint Facility Rent Income.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|--|-------------------|--------------------------------|-------------|
| <i>Yards and Terminals:</i> Yards at Bostic.. | Bostic, N. C..... | Seaboard Air Line Railway..... | \$ 1,547 83 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|-----------------------------|----------------------------|--------------------------------|-------------|
| <i>Tracks:</i> | | | |
| Tracks..... | St. Paul to Kiser, Va..... | Norfolk and Western Railway... | \$ 7,875 00 |
| <i>Yards and Terminals:</i> | | | |
| Station facilities.. | St. Paul, Va..... | Norfolk and Western Railway... | 658 18 |
| Station facilities.. | Bostic, N. C..... | Seaboard Air Line Railway..... | 47 55 |
| | Total..... | ..... | \$ 8,580 73 |

Miscellaneous Rent Deductions.

| Description of Property | LOCATION | NAME OF LESSOR | Amount |
|----------------------------|-------------------------|---|-------------|
| Two tracks..... | Johnson City, Tenn..... | East Tennessee and Western North Carolina Railroad.... | \$ 1,050 00 |

This company has leased two side tracks from East Tennessee and Western North Carolina Railroad upon the consideration of the payment of \$100.00 per month as rental thereon (this rate changed to \$75.00 per month on April 1, 1913) the lessee is to maintain the tracks and have exclusive use thereof. One of these tracks forms part of the main line operated by this company.

The rents payable account of these tracks is charged to "Miscellaneous Rents" in accordance with the principle set forth in case 11 of accounting bulletin No. 8.

Bill for June rental amounting to \$75.00 had not been received or taken into our account at close of fiscal year.

HIRE OF EQUIPMENT.

Equipment Leased.

| KIND OF EQUIPMENT | NAME OF LESSEE | Number of Units Days | Amount |
|----------------------------------|----------------------------------|----------------------------|--------------|
| RENTS ACCRUED RECEIVABLE: | | | |
| Engine..... | Southern Gypsum Company..... | 125 | \$ 622 78 |
| Engine..... | Kingsport Brick Corporation..... | 1 | 12 72 |
| Engine..... | Rinehart & Dennis..... | 7 | 102 45 |
| Engine..... | Clinchfield Portland Cement Co.. | 2 | 22 55 |
| Dump cars..... | Geo. L. Carter..... | 1,816 | 1,816 00 |
| Steam shovel..... | C. E. Burchfield..... | 17 | 170 00 |
| Passenger cars..... | Southern Railway Company..... | 48 | 582 00 |
| Total..... | ..... | 2,016 | \$ 3,328 50 |
| KIND OF EQUIPMENT | NAME OF LESSOR | Number of Units Days | Amount |
| RENTS ACCRUED PAYABLE: | | | |
| 1,000 coal cars..... | Meadows Company..... | 92,000 | \$ 15,000 00 |

HIRE OF EQUIPMENT—CONTINUED.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|----------|--------------------------------------|------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCRUED ON EQUIPMENT BORROWED: | | | | | |
| Passenger-train cars | | | 4,284 | | \$ 118 14 |
| Freight-train cars | 255,887 | | | | 97,388 70 |
| Total | 255,887 | | 4,284 | | \$ 97,506 84 |
| ACCRUED ON EQUIPMENT LOANED: | | | | | |
| Passenger locomotives | 80 | \$ 15 00 | | | \$ 1,200 00 |
| Freight locomotives | 474 20 | | | | 2,810 98 |
| Passenger-train cars | | 85,511 | | | 2,617 91 |
| Freight-train cars | 1,027,278 00 | | 11,360 | | 405,291 15 |
| Work cars | 1,906 75 | | | | 2,066 27 |
| Total | 1,029,738 95 | | 96,871 | | \$ 413,886 31 |

Explanatory Remarks.

EQUIPMENT BORROWED

| | | |
|------------------------------|-------|-----------|
| Passenger Train Cars: | | |
| 196 miles at 1½c | | \$ 2 94 |
| 744 miles at 2 c | | 14 88 |
| 3,344 miles at 3 c | | 100 32 |
| Total | 4,284 | \$ 118 14 |

| | | |
|----------------------------|---------|--------------|
| Freight Train Cars: | | |
| 40,327 days at 30c | | \$ 12,098 10 |
| 117,114 days at 35c | | 40,989 90 |
| 98,446 days at 45c | | 44,300 70 |
| Total | 255,887 | \$ 97,388 70 |

EQUIPMENT LOANED

| | | |
|-----------------------------|-------|-------------|
| Freight Locomotives: | | |
| 44 days at \$15.00 | | \$ 659 99 |
| 430.2 days at 5.00 | | 2,150 99 |
| Total | 474.2 | \$ 2,810 98 |

| | | |
|------------------------------|---------|-------------|
| Passenger train cars: | | |
| 1,947.2 miles at 4c | | \$ 778 88 |
| 4,182.5 miles at 3c | | 1,254 75 |
| 2,421.4 miles at 2c | | 484 28 |
| Total | 8,551.1 | \$ 2,517 91 |

| | | |
|------------------------------|-----------|---------------|
| Freight Train Cars: | | |
| 1,459 days at \$1.00 | | \$ 1,459 00 |
| 433,008 days at .35 | | 151,552 80 |
| 494,349 days at .45 | | 222,457 05 |
| 98,461 days at .30 | | 29,538 30 |
| Total | 1,027,277 | \$ 405,007 15 |
| 11,360 miles cabooses at 2½c | | 284 00 |
| | | \$ 405,291 15 |

| | | |
|-------------------|-----------------------|-------------|
| Work Cars: | | |
| Dump cars | 1,783 days at \$ 1.00 | \$ 1,783 00 |
| Spreeder | 121 days at 2.00 | 242 00 |
| Wreck car | 2½ days at 15.00 | 41 27 |
| Total | 1,906½ | \$ 2,066 27 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars.

| CARS USED | | Number Car Miles | COMPENSATION | |
|---------------------------|--------------|---------------------|--------------|-----------|
| Name of Owner | Description | | Rate | Amount |
| Armour & Co. | Refrigerator | 14,830 | 1/4 | \$ 111 21 |
| American Refg. Trans. Co. | Refrigerator | 617 | 1/4 | 4 63 |
| Cold Blast Trans. Co. | Refrigerator | 3,286 | 1/4 | 24 46 |
| Cleveland Pkg. Co. | Refrigerator | 434 | 1/4 | 3 25 |
| Chicago Refg. Despatch | Refrigerator | 904 | 1/4 | 6 77 |
| Central Fruit Despatch | Refrigerator | 1,502 | 1/4 | 11 24 |
| Frisco Refg. Line | Refrigerator | 744 | 1/4 | 5 56 |
| F. W. Lipe & Co. | Refrigerator | 452 | 1/4 | 3 39 |
| German American Tank Line | Tank | 32 | 1/4 | 24 |
| Indian Refining Co. | Tank | 468 | 1/4 | 3 51 |
| Libby, McNeal & Libby | Refrigerator | 434 | 1/4 | 3 25 |
| Mather Horse Car Co. | Refrigerator | 807 | 1/4 | 6 06 |
| Mo. River Despatch | Refrigerator | 838 | 1/4 | 6 29 |
| Morris & Co. | Refrigerator | 5,843 | 1/4 | 43 81 |
| National Car Line | Refrigerator | 818 | 1/4 | 6 12 |
| Proctor & Gamble | Tank | 32 | 1/4 | 24 |
| Pacific Fruit Express | Refrigerator | 202 | 1/4 | 1 51 |
| Refg. Transit Co. | Refrigerator | 392 | 1/4 | 2 94 |
| Sante Fe Refg. Despatch | Refrigerator | 95 | 1/4 | 71 |
| Swifts Refg. Line | Refrigerator | 2,947 | 1/4 | 22 06 |
| The Texas Co. | Tank | 962 | 1/4 | 7 21 |
| Union Refg. Transit Co. | Refrigerator | 6,306 | 1/4 | 47 27 |
| Union Tank Line | Tank | 2,856 | 1/4 | 21 70 |
| Venice Trans. Co. | Refrigerator | 56 | 1/4 | 42 |
| Va. Tank Car Corp. | Tank | 86 | 1/4 | 64 |
| Western Heater Despatch | Refrigerator | 404 | 1/4 | 3 03 |
| Watauga Extract Co. | Tank | 3,121 | 1/4 | 23 39 |
| White City Refg. Despatch | Refrigerator | 354 | 1/4 | 2 65 |
| Total | | 49,801 | | \$ 373 58 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|---------------------------------------|-----------------|---------------|
| Equipment leased | \$ 3,328 50 | \$ 15,000 00 |
| Equipment interchanged | 413,886 31 | 97,506 84 |
| Private cars | | 373 58 |
| Total | \$ 417,214 81 | \$ 112,880 42 |
| Balance, as shown in income statement | 304,334 39 | |

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX | | SPECIFIC TAX | | | On Property Owned, not Used in Operation and Miscellaneous | Internal Revenue U. S. Government | TOTAL |
|---------------------|--|--|-------------------------------|--|--|--|-----------------------------------|--------------|
| | On the Value of Real and Personal Property | On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or Other Results of Operation | On Stocks, Bonds, Loans, etc. | On Gross or Net Earnings, Revenue or Dividends | On Traffic, or Some Physical Property Operated or on Privilege | | | |
| Virginia..... | \$ 24,709 07 | ----- | \$ 75 00 | \$ 5,055 68 | ----- | ----- | ----- | \$ 29,899 75 |
| Tennessee..... | 21,928 28 | ----- | 300 00 | ----- | ----- | ----- | ----- | 22,228 28 |
| North Carolina..... | 34,500 90 | ----- | ----- | ----- | \$ 883 07 | ----- | ----- | 35,083 97 |
| Total..... | \$ 81,198 25 | ----- | \$ 375 00 | \$ 5,055 68 | \$ 883 07 | ----- | \$ 12,459 41 | \$ 99,671 41 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All new stocks issued—July 9, 1912, \$5,000,000.00 par value of common stock (capital) was issued in payment of debts of this company and acquisition of stocks and bonds as shown in detail, and \$5,000,000.00 par value of common capital stock was issued in lieu of a like amount of preferred capital stock. Said preferred stock, when rescinded, was cancelled also, \$2,000,000.00 preferred stock issued and held in treasury to be exchanged for like amount of ten-year 5 per cent. gold notes at option of holders of notes.

All new funded debt issued—Elkhorn Extension first mortgage 5 per cent. gold notes were issued as follows:

| | | |
|------------------------|-------|------------------------|
| August 15, 1912..... | ----- | \$ 550,000 00 |
| December 15, 1912..... | ----- | 550,000 00 |
| March 15, 1913..... | ----- | 550,000 00 |
| June 15, 1913..... | ----- | 550,000 00 |
| | | \$ 2,200,000 00 |

All changes in the respondent's holdings of stocks and funded debt—Certain stocks and bonds as shown in detail were received as part consideration for an issue of \$5,000,000.00 common capital stock, on July 1, 1912, \$500,000.00 of Carolina, Clinchfield and Ohio Railway first mortgage bonds pledged as collateral were sold at .98, on July 11, 1912, \$500,000.00 of same bonds were sold at .97, on August 31, 1912, \$450,000.00 of same bonds were sold at par and \$75,000.00 are held in treasury.

Retirement of respondent's securities—July 1, 1912, \$1,200,000.00 par value of ten-year 5 per cent. gold notes were delivered this company by The Cumberland Corporation, the principle stockholders. On July 9, 1912, \$1,200,000.00 par value of this companies' ten-year 5 per cent. gold notes were delivered as part of the consideration for issue of \$5,000,000.00 of common stock as described above, on August 1, 1912, \$600,000.00 par value of this companies' ten-year 5 per cent. gold notes were bought at par for cash and retired. All installments of principal of equipment trust obligations falling due were paid.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|------------------|--|------------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment since June 30, 1907: | | |
| \$ 41,595,931 28 | Road..... | \$ 43,496,425 70 | |
| 5,025,824 94 | Equipment..... | 6,223,249 96 | |
| 322,589 99 | General expenditures..... | 575,306 55 | |
| \$ 46,944,346 21 | | \$ 50,294,982 21 | \$ 3,350,636 00 |
| 195,855 13 | Reserve for accrued depreciation—Cr..... | 239,966 82 | 44,111 69 |
| \$ 46,748,491 08 | Total..... | \$ 50,055,015 39 | \$ 3,306,524 21 |
| | <i>II. Securities:</i> | | |
| \$ 3,000,000 00 | Securities of proprietary, affiliated and controlled companies—Pledged: | \$ 3,000,000 00 | |
| | Funded debt..... | | |
| 1,561,000 00 | Securities issued or assumed—Pledged: | | |
| | Funded debt..... | | \$ *1,561,000 00 |
| | Securities of proprietary, affiliated and controlled companies—Unpledged: | | |
| | Stocks, includes book..... | 2,757,361 41 | 2,757,361 41 |
| | Funded debt, value of \$5,000 par..... | | |
| | Miscellaneous, value of L.C. & L. E. bonds..... | | |
| \$ 4,561,000 00 | Total..... | \$ 5,757,361 41 | \$ 1,196,361 41 |
| | <i>III. Other Investments:</i> | | |
| \$ 37,926 81 | Miscellaneous investments: | \$ 37,926 81 | |
| | Physical property..... | | |
| \$ 37,926 81 | Total..... | \$ 37,926 81 | |
| | WORKING ASSETS | | |
| 222,689 13 | Cash..... | \$ 453,027 83 | \$ 230,338 70 |
| | Securities issued or assumed—Held in treasury: | | |
| | Stocks..... | 2,000,000 00 | 2,000,000 00 |
| 75,000 00 | Funded debt..... | 150,000 00 | 75,000 00 |
| 352 28 | Loans and bills receivable..... | | *352 28 |
| 123,098 06 | Traffic and car-service balances due from other companies..... | 150,761 25 | 27,663 19 |
| 59,831 59 | Net balance due from agents and conductors..... | 49,565 10 | *10,266 49 |
| 507,653 50 | Miscellaneous accounts receivable..... | 872,050 18 | 364,396 68 |
| 131,951 43 | Materials and supplies..... | 209,146 46 | 77,195 03 |
| 38,575 92 | Other working assets..... | 25,859 45 | *12,716 47 |
| \$ 1,159,151 91 | Total..... | \$ 3,910,410 27 | \$ 2,751,258 36 |
| | ACCRUED INCOME NOT DUE | | |
| \$ 90,309 87 | Unmatured interest, dividends and rents receivable..... | \$ 15,016 67 | \$ *75,293 20 |
| | DEFERRED DEBIT ITEMS | | |
| \$ 822,855 45 | Advances: | | |
| | Temporary advances to proprietary, affiliated, and controlled companies..... | \$ 58,903 05 | \$ *763,952 40 |
| | Rents and insurance paid in advance..... | 2,463 64 | 2,463 64 |
| 531,663 34 | (Unextinguished discount on capital stock.....) | | *531,663 34 |
| 7,320 67 | (Unextinguished discount on funded debt.....) | | |
| | Other deferred debit items..... | 218,337 79 | 211,017 12 |
| \$ 1,361,839 46 | Total..... | \$ 279,704 48 | \$ *1,082,134 98 |
| | PROFIT AND LOSS | | |
| \$ 503,331 00 | Balance..... | | \$ *503,331 00 |
| \$ 54,462,050 13 | Grand total..... | \$ 60,065,435 03 | \$ 5,593,384 90 |

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

| JUNE 30, 1912 | LIABILITIES | JUNE 30, 1913 | Increase or Decrease |
|------------------|---|------------------|-------------------------|
| Amount | | Amount | |
| | Stock | | |
| \$ 15,000,000 00 | Common stock..... | \$ 25,000,000 00 | |
| 15,000,000 00 | Preferred stock..... | 12,000,000 00 | |
| \$ 30,000,000 00 | Total..... | \$ 37,000,000 00 | \$ 7,000,000 00 |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 1,638,000 00 | Mortgage bonds..... | \$ 155,000 00 | \$ *1,481,000 00 |
| 16,714,000 00 | Mortgage bonds..... | 17,395,000 00 | 681,000 00 |
| 2,490,000 00 | Equipment trust obligations..... | 3,080,000 00 | 590,000 00 |
| \$ 20,840,000 00 | Total..... | \$ 20,630,000 00 | \$ *210,000 00 |
| | WORKING LIABILITIES | | |
| \$ 2,029,585 45 | Loans and bills payable..... | \$ 130,000 00 | \$ *1,899,585 45 |
| 36,162 14 | Traffic and car-service balances due to other companies..... | 35,326 44 | *835 70 |
| 208,657 13 | Audited vouchers and wages unpaid..... | 512,378 63 | 308,721 50 |
| 1,336 91 | Miscellaneous accounts payable..... | 1,175 01 | *161 90 |
| 301,006 25 | Matured interest, dividends and rents unpaid..... | 3,375 00 | *297,631 25 |
| 360,000 00 | Matured mortgage, bonded and secured debt unpaid..... | | *360,000 00 |
| 362,988 85 | Working advances due to other companies..... | 563,570 89 | 200,582 04 |
| | Other working liabilities..... | 165,142 42 | 165,142 42 |
| \$ 3,294,736 73 | Total..... | \$ 1,410,968 39 | \$ *1,883,768 34 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 296,111 33 | Unmatured interest, dividends and rents payable..... | \$ 185,593 55 | \$ *110,517 78 |
| | Taxes accrued..... | 50,000 00 | 50,000 00 |
| \$ 296,111 33 | Total..... | \$ 235,593 55 | \$ *60,517 78 |
| | DEFERRED CREDIT ITEMS | | |
| \$ 2,912 81 | Operating reserves..... | \$ 32,681 81 | \$ 29,769 00 |
| 28,289 26 | Other deferred credit items..... | 119,969 84 | 91,680 58 |
| \$ 31,202 07 | Total..... | \$ 152,651 65 | \$ 121,449 58 |
| | PROFIT AND LOSS | | |
| | Balance..... | \$ 626,221 44 | \$ 626,221 44 |
| 54,462,060 13 | Grand total..... | \$ 60,055,435 03 | \$ 5,593,384 90 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 1,196 | 25,725 | 26,921 | 1.06 |
| Flour..... | 5,965 | 12,512 | 18,477 | .74 |
| Other mill products..... | 3,602 | 2,375 | 5,977 | .24 |
| Hay..... | 573 | 7,867 | 8,440 | .34 |
| Cotton..... | 203 | 462 | 665 | .03 |
| Fruit and vegetables..... | 181 | 1,541 | 1,722 | .07 |
| Other products of agriculture..... | 393 | 604 | 1,057 | .06 |
| Total..... | 12,113 | 51,176 | 63,289 | 2.55 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 1,032 | 227 | 1,259 | .05 |
| Dressed meats..... | 15 | 1,153 | 1,168 | .05 |
| Other packing-house products..... | 29 | 5,302 | 5,331 | .21 |
| Poultry, game and fish..... | 607 | 21 | 607 | .02 |
| Hides and leather..... | 157 | 21 | 178 | .01 |
| Other products of animals..... | 265 | 4,663 | 4,958 | .20 |
| Total..... | 2,105 | 11,396 | 13,501 | .54 |
| <i>Products of Mines:</i> | | | | |
| Bituminous coal..... | 1,139,380 | 549,431 | 1,688,811 | 67.94 |
| Coke..... | 26 | 80 | 106 | .01 |
| Ores..... | 3,863 | 3,863 | 3,863 | .15 |
| Stone, sand and other like articles..... | 215,136 | 11,074 | 226,213 | 9.10 |
| Other products of mines..... | 2,109 | 6,289 | 8,398 | .34 |
| Total..... | 1,356,654 | 570,737 | 1,927,391 | 77.53 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 148,998 | 38,438 | 187,436 | 7.54 |
| Other products of forests..... | 31,962 | 4,633 | 36,595 | 1.47 |
| Total..... | 180,960 | 43,071 | 224,031 | 9.01 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 33 | 903 | 936 | .04 |
| Sugar..... | 1,058 | 1,058 | 1,058 | .04 |
| Naval stores..... | 39 | 39 | 39 | .00 |
| Iron, pig and bloom..... | 4,263 | 1,934 | 6,197 | .25 |
| Iron and steel rails..... | 1,361 | 2,493 | 3,854 | .15 |
| Other castings and machinery..... | 625 | 8,461 | 9,086 | .37 |
| Bar and sheet metal..... | 19 | 1,350 | 1,369 | .05 |
| Cement, brick and lime..... | 150,460 | 7,339 | 157,799 | 6.35 |
| Agricultural implements..... | 56 | 3,222 | 3,278 | .13 |
| Wagons, carriages, tools, etc..... | 89 | 3,697 | 3,786 | .15 |
| Wines, liquors and beers..... | 13 | 271 | 284 | .01 |
| Household goods and furniture..... | 344 | 1,044 | 1,388 | .06 |
| Other manufactures..... | 1,080 | 12,264 | 13,344 | .54 |
| Total..... | 158,343 | 44,075 | 202,418 | 8.14 |
| Merchandise..... | 21,389 | 24,804 | 46,193 | 1.86 |
| Miscellaneous: Other commodities not mentioned above..... | 1,830 | 7,239 | 9,069 | .37 |
| Total tonnage..... | 1,733,394 | 752,498 | 2,485,892 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | FREIGHT ORIGINATING ON THIS ROAD | | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|-----------------------------|---|-----------------------|-----------|
| | Delivered to Consignee | Delivered to Other Carriers | | Whole Tons | Per Cent. |
| | Whole Tons | Whole Tons | Whole Tons | | |
| <i>Products of Agriculture:</i> | | | | | |
| Grain..... | 132 | 12 | 7 | 151 | .24 |
| Flour..... | 135 | ----- | ----- | 135 | .22 |
| Other mill products..... | 64 | ----- | ----- | 64 | .10 |
| Hay..... | 180 | 8 | 3 | 171 | .28 |
| Fruit and vegetables..... | 68 | 8 | 2 | 78 | .13 |
| Other products of agriculture..... | 92 | 4 | ----- | 96 | .16 |
| Total..... | 651 | 32 | 12 | 695 | 1.13 |
| <i>Products of Animals:</i> | | | | | |
| Other products of animals..... | 41 | ----- | ----- | 41 | .07 |
| Total..... | 41 | ----- | ----- | 41 | .07 |
| <i>Products of Mines:</i> | | | | | |
| Bituminous coal..... | 2,221 | 35,220 | ----- | 37,441 | 60.66 |
| Stone, sand and other like articles..... | 1,565 | 13,386 | 12 | 14,963 | 24.26 |
| Other products of mines..... | 187 | ----- | ----- | 187 | .30 |
| Total..... | 3,973 | 48,606 | 12 | 52,591 | 85.25 |
| <i>Products of Forests:</i> | | | | | |
| Lumber..... | 4,413 | 614 | 674 | 5,701 | 9.24 |
| Other products of forests..... | 22 | 70 | ----- | 92 | .15 |
| Total..... | 4,345 | 684 | 674 | 5,793 | 9.39 |
| <i>Manufactures:</i> | | | | | |
| Petroleum and other oils..... | ----- | 7 | 5 | 12 | .02 |
| Castings and machinery..... | 20 | 78 | 60 | 158 | .26 |
| Cement, brick and lime..... | ----- | 55 | 71 | 126 | .20 |
| Agricultural implements..... | ----- | 16 | ----- | 16 | .02 |
| Household goods and furniture..... | 20 | ----- | ----- | 20 | .03 |
| Other manufactures..... | 125 | 27 | ----- | 152 | .25 |
| Total..... | 165 | 183 | 136 | 484 | .78 |
| Merchandise..... | 641 | 105 | 1,328 | 2,074 | 3.36 |
| Miscellaneous: Other commodities not mentioned above..... | ----- | ----- | 10 | 10 | .02 |
| Total tonnage—State..... | 9,906 | 49,610 | 2,172 | 61,688 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|---|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 26,921 | 3,554,137 | 44,640 | 01 | 256 |
| Hay..... | 8,440 | 1,390,709 | 13,360 | ----- | 961 |
| Cotton..... | 665 | 106,236 | 1,218 | 01 | 147 |
| Live stock..... | 1,259 | 101,592 | 3,108 | 03 | 059 |
| Dressed meats..... | 1,168 | 196,606 | 1,746 | ----- | 888 |
| Bituminous coal..... | 1,688,811 | 327,056,043 | 1,487,809 | ----- | 455 |
| Lumber..... | 187,436 | 13,989,829 | 212,346 | 01 | 518 |

MILEAGE—ENTIRE LINE.

Mileage of Road Operated (All Tracks).

| LINE IN USE | LINE OWNED | | Line Operated Under Lease | Line Operated Under Trackage Rights | Total Mileage Operated | New Line Constructed During Year | RAILS | |
|---|------------|--------------------|---------------------------|-------------------------------------|------------------------|----------------------------------|-------|--------|
| | Main Line | Branches and Spurs | | | | | Iron | Steel |
| Entire line..... | 229.07 | 10.08 | ----- | 9.08 | 248.23 | ----- | ----- | 239.15 |
| Miles of yard track and sidings..... | 80.74 | 7.86 | ----- | ----- | 88.60 | 4.41 | ----- | 88.60 |
| Total mileage operated (all tracks).... | 309.81 | 17.94 | ----- | 9.08 | 336.83 | 4.41 | ----- | 327.75 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | |
|--|--------|-------|-------|-------|--------|-------|-------|--------|
| Virginia..... | 51.88 | 12.56 | ----- | 8.45 | 72.89 | ----- | ----- | 64.44 |
| Tennessee..... | 54.98 | 2.32 | ----- | .63 | 57.93 | ----- | ----- | 57.30 |
| North Carolina..... | 116.61 | .80 | ----- | ----- | 117.41 | ----- | ----- | 117.41 |
| Total mileage operated (single track)... | 223.47 | 15.68 | ----- | 9.08 | 248.23 | ----- | ----- | 239.15 |

MILEAGE—ENTIRE LINE—CONTINUED.

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|---------------------|----------------------------------|-------|---------|
| | Main Line | Branches and Spurs | | | Iron | Steel |
| Virginia..... | 51.88 | 125.60 | 64.439 | | | 64.439 |
| Tennessee..... | 54.98 | 23.20 | 57.300 | | | 57.300 |
| North Carolina..... | 116.61 | 8.00 | 117.410 | | | 117.410 |
| Total mileage operated (single track)..... | 223.469 | 156.80 | 239.149 | | | 239.149 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | |
|---|-------------------|---------|---------------------|---------|--------|---------|
| | TRAINMEN | | TELEGRAPH EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured |
| Falling from trains, locomotives, or cars..... | | 1 | | | | 1 |
| Jumping on or off trains, locomotives, or cars..... | | | | 1 | | 1 |
| Other causes..... | 1 | 2 | | | 1 | 2 |
| Total..... | 1 | 3 | | 1 | 1 | 4 |

Average number employed during year: Trainmen, 147; switch tenders, crossing tenders and watchmen, 1; stationmen, 12; shopmen, 287; trackmen, 110; telegraph employees, 8; other employees, 175; total, 740.

| KIND OF ACCIDENT | OTHER PERSONS | | | |
|---|---------------|---------|--------|---------|
| | TRESPASSING | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Jumping on or off trains, locomotives, or cars..... | | 1 | | 1 |
| Struck by trains, locomotives, or cars— At points along track..... | | 2 | | 2 |
| Total..... | | 3 | | 3 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA—CONTINUED.

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|-----------------------------|-------------------|---------|--------|---------|
| | OTHER EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Handling supplies, etc..... | ----- | 1 | ----- | 1 |
| SUMMARY | | | TOTAL | |
| | | | Killed | Injured |
| TABLE A: | | | | |
| Railway employees..... | | | 1 | 4 |
| Other persons..... | | | | 3 |
| TABLE B: | | | | |
| Railway employees..... | | | | 1 |
| Grand total..... | | | 1 | 8 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|----------------|--------|------------------|--|----------------------------------|-------------------------------|------------------|---------------------------|--|-------------------|----------------------------|---|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | | | | | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| Dante, Va. | Cameron, Va. | 518.79 | 148 | 22.194 | 29.685 | 1.839 | 6 | 164.0 | 15.50 | 11 | 616 | |
| Laurel Tipple | Laurel Jet. | 33.90 | 29 | 2.070 | 1.320 | .290 | | | | 3 | 334.2 | |
| Laurel Jet. | Kiser | 56.00 | 21 | 3.210 | 2.390 | 1.400 | 1 | 1. | .10 | 2 | 309. | |
| End of line. | Hurricane Jet. | 15.20 | 10 | 9.40 | .590 | .120 | | | | 1 | 130.4 | |
| Tipple No. 2. | Dante Depot. | 7.80 | 5 | 2.00 | .580 | | | | | 1 | 127. | |
| Foot of switchback. | Dante Depot. | 12.70 | 10 | 6.70 | .600 | | | | | 1 | 240.9 | |
| Total. | | 644.39 | 2.23 | 29.284 | 35.155 | 3.619 | 7 | 165. | 15.60 | 19 | 1,757.5 | 45.22 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.
Bridges, Trestles, Tunnels, Etc.

| ITEM | NUMBER | AGGREGATE LENGTH | MINIMUM LENGTH | | MAXIMUM LENGTH | Height of Lowest Above Surface of Rail | |
|-----------------------------|--------|---------------------|-------------------|------|-------------------|---|-----|
| | | | Feet | Feet | | Feet | In. |
| BRIDGES: | | | | | | | |
| Iron..... | 11 | 2,591 | | 50 | 1,091 | | |
| Trestles..... | 31 | 3,511 | | 24 | 365 | | |
| Tunnels..... | 9 | 9,099 | | 206 | 4,104 | | |
| OVERHEAD HIGHWAY CROSSINGS: | | | | | | | |
| Bridges..... | 1 | | | | | 22 | 6 |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | | |
| Tunnels..... | 9 | | | | | 21 | 6 |

Gauge of track: 4 feet, 8½ inches; 64.439 miles.

TELEGRAPH.

Owned by Company Making this Report.

| TOTAL | | | OPERATED BY THIS COMPANY | | | OPERATED BY ANOTHER COMPANY | | |
|---------------|---------------|--------|--------------------------|---------------|--|-----------------------------|---------------|----------------------------------|
| Miles of Line | Miles of Wire | | Miles of Line | Miles of Wire | | Miles of Line | Miles of Wire | Name of Operating Company |
| 51.86 | — | 328.08 | 51.86 | 328.08 | | 51.86 | 224.36 | Western Union Telegraph Company. |

The Chesapeake and Ohio Railway Company

HISTORY

Exact name of common carrier making this report—The Chesapeake and Ohio Railway Company.

Date of organization—July 1, 1878—Reorganized February 7, 1888 (financial reorganization only).

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Under the laws of the States of Virginia, West Virginia and Kentucky. Code of Virginia of 1873, chapter 61, sections 44, 45, 46 and 47. Act of West Virginia, passed February 20, 1877, entitled an act relating to the sale of works and property of railroad and other internal improvement companies under decree of court "the same being chapter 12 of the Acts of West Virginia, session of 1877." See 765 Kentucky statutes.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not consolidated but the properties in West Virginia were conveyed to the Virginia Corporation by deed dated October 27, 1903, and the properties in Kentucky were conveyed to the Virginia Corporation by deed dated July 1, 1907.

If a reorganized company, give name of original corporation and refer to laws under which it was organized.—Original corporation: Chesapeake and Ohio Railroad Company, organized under the acts of the State of Virginia of March 1, 1867, and under the acts of the State of West Virginia of February 26, 1867.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-----------------------|-----------------------------|--|
| Decatur Axtell..... | Richmond, Va..... | Elected October 22, 1912 to continue in office until their successors shall have been elected and qualified. |
| F. H. Davis..... | New York, N. Y..... | |
| James H. Dooley..... | Richmond, Va..... | |
| H. E. Huntington..... | New York, N. Y..... | |
| F. H. Rawson..... | Chicago, Ill..... | |
| T. P. Shonts..... | New York, N. Y..... | |
| Geo. W. Stevens..... | Richmond, Va..... | |
| Frank Trumbull..... | New York, N. Y..... | |
| T. A. Vanderlip..... | New York, N. Y..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|---|--------------------------|------------------------------|
| Chairman of the Board..... | Frank Trumbull..... | 71 Broadway, New York, N. Y. |
| President..... | Geo. W. Stevens..... | Richmond, Va. |
| Vice-President..... | Decatur Axtell..... | Richmond, Va. |
| Vice-President and General Counsel..... | H. T. Wickham..... | Richmond, Va. |
| Vice-President in charge traffic..... | F. M. Whitaker..... | Richmond, Va. |
| Vice-President in charge operation and construction..... | M. J. Caples..... | Richmond, Va. |
| Secretary..... | Carl Remington..... | 71 Broadway, New York, N. Y. |
| Treasurer..... | Jas. Stewart Mackie..... | 71 Broadway, New York, N. Y. |
| Assistant Treasurer..... | C. E. Potts..... | Richmond, Va. |
| General Solicitor..... | Henry Taylor, Jr..... | Richmond, Va. |
| General Attorney..... | A. C. Rearick..... | 71 Broadway, New York, N. Y. |
| Comptroller..... | L. F. Sullivan..... | Richmond, Va. |
| General Auditor..... | J. W. Nokely..... | Richmond, Va. |
| Auditor of Freight Traffic..... | O. D. James..... | Richmond, Va. |
| Auditor of Passenger Traffic..... | G. W. Poe..... | Richmond, Va. |
| Auditor of Disbursements..... | L. B. Enslow..... | Richmond, Va. |
| Asst. to Vice-President in charge of Operation..... | E. W. Grice..... | Richmond, Va. |
| Assistant Secretary..... | A. Trevvett..... | Richmond, Va. |
| Chief Engineer..... | F. I. Cabell..... | Richmond, Va. |
| General Supt. of Transportation..... | C. C. Walker..... | Richmond, Va. |
| General Freight Agent..... | E. D. Hotchkiss..... | Richmond, Va. |
| General Passenger Agent..... | Jno. D. Potts..... | Richmond, Va. |
| Assistant to President..... | G. B. Wall..... | Richmond, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, L. F. Sullivan; title, Comptroller; address, Richmond, Va.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

125

Control

| NAME | Sole or Joint | How Established | Extent | Direct or Indirect | If Indirect, Name of Intermediary Through Which Control is Established | Other Parties to Agreement for Joint Control |
|--|---------------|-----------------|------------------|--------------------|--|---|
| <i>Active Corporations:</i> Covington & Cincinnati Elevated R. R. and Transfer and Bridge Co. | Sole | Stock ownership | 100 per cent. | Direct | | |
| Kanawha Bridge & Terminal Co. | Sole | Stock ownership | 100 per cent. | Direct | | L. & N. R. R. Co. |
| Lexington Union Station Co. | Joint | Stock ownership | 33 1/3 per cent. | Direct | | L. & E. R. R. Co. |
| Logan & Southern Ry. Co. | Sole | Stock ownership | 100 per cent. | Direct | | |
| Louisville & Jeffersonville Bridge Co. | Joint | Stock ownership | 33 1/3 per cent. | Direct | | C. C. C. & St. L. Ry. Co. |
| Norfolk Terminal and Transportation Co. | Sole | Stock ownership | 100 per cent. | Direct | | |
| Richmond-Washington Co. | Joint | Stock ownership | 16 2/3 per cent. | Direct | | P. B. & W. R. R. Co., B. & O. R. Co., R. C. L. R. Co., Southern Ry. Co., S. A. L. Ry. Co. |
| The Chesapeake & Ohio Grain Elevator Co. | Sole | Stock ownership | 100 per cent. | Direct | | |
| The Chesapeake & Ohio Ry. Co. of Indiana | Sole | Stock ownership | 99.98% | Direct | | |
| The Cincinnati Inter-Terminal R. R. Co. | Sole | Stock ownership | 100 per cent. | Indirect | Cov. & Cinti. Elev. R. R. & Trans. & Bridge Co. | |
| The Hocking Valley Ry. Co. | Sole | Stock ownership | 80 per cent. | Direct | | |
| The Kanawha & Michigan Ry. Co. | Joint | Stock ownership | 45 per cent. | Direct | | Lake Shore & Michigan Southern Ry. Co., N. & W. Ry. Co., Southern Ry. Co., N. Y. P. & N. R. R. Co., S. A. L. Ry. Co., A. C. L. Ry. Co., Norfolk & Southern Ry. Co. |
| The Norfolk & Portsmouth Belt Line R. R. Co. | Joint | Stock ownership | 14 per cent. | Direct | | |
| Hammond Belt Ry. Co. | Sole | Stock ownership | 100 per cent. | Direct | | |
| Elkhorn & Beaver Valley Ry. Co. | Sole | Stock ownership | 100 per cent. | Direct | | |
| Gauley & Meadow River R. R. | Sole | Stock ownership | 100 per cent. | Direct | | |
| The Belt Ry. Co. of Chicago | Joint | Stock ownership | 8 1/4 per cent. | Direct | | The A. T. & S. F. Ry. Co., Illinois Central R. R. Co., The C. R. I. & P. Ry. Co., C. B. & Q. R. Co., Pennsylvania Co. M. St. P. & S. M. Ry. Co., C. & E. I. Ry. Co., C. I. & L. Ry. Co., C. & E. R. R. Co., Grand Trunk Western Ry. Co., Wabash R. R. Co. |

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—October 22, 1912.

Date of last closing of stock books before end of year for which this report is made—October 4, 1912.

Total number of stockholders of record at that date—4,525.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—4½ per cent. twenty-year convertible gold bonds are convertible into stocks.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

Name of Every Railway Company the Operations of which are Included in this Report.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|--|--|---|---|
| | From | To | | |
| <i>Main Line:</i> The Chesapeake & Ohio Railway Co. | Fort Monroe, Va. Richmond (James River) Va. Seaton, Ky. Big Sandy Jct., Ky. Whitcomb, W. Va. Barboursville, W. Va. St. Albans, W. Va. | 9th St., Covington, Ky. Clifton Forge, Va. Lexington, Ky. Elkhorn City, Ky. Winterburn, W. Va. Man, W. Va. Seth and Sovereign, W. Va. | 663.10 229.90 102.70 127.90 100.80 78.60 95.10 | |
| The Chesapeake & Ohio Ry. Co. of Indiana | Cincinnati, Ohio | H. Y. Tower, Indiana .. | 280.70 | 1,658.80 |
| <i>Branches and Spurs:</i> Buckingham Branch .. Alberne Branch .. Virginia Air Line Branch .. Lexington Branch .. Lexington Branch .. Craig Valley Branch .. Potts Creek Branch .. Warm Springs Valley Branch .. Laurel Creek Branch .. Piney Creek Branch .. Raleigh & Southwestern Branch .. Raleigh & Southwestern Branch .. Southside Branch .. Beed Branch .. Loop Creek Branch .. White Oak Branch .. Hawks Nest Branch .. Gauley Branch .. Powellton Branch .. Paint Creek Branch .. Cabin Creek Branch .. | Bremo Bluff, Va. Warren, Va. Lindsey, Va. Baleony Falls, Va. Loch Laird, Va. Eagle Mountain, Va. Covington, Va. Covington, Va. Quinnimont, W. Va. Prince, W. Va. Raleigh, W. Va. Raleigh, W. Va. Thurmond, W. Va. Thurmond, W. Va. Thurmond, W. Va. White Oak Jct., W. Va. Hawks Nest, W. Va. Gauley, W. Va. Mt. Carbon, W. Va. Paint Creek Jct., W. Va. Cabin Creek Jct., W. Va. | Rosney, Va. Esmont, Va. Strathmore, Va. Glasgow, Va. East Lexington, Va. New Castle, Va. Bees, Va. Hot Springs, Va. Leyland, W. Va. Jerry's Gap, W. Va. Sullivan & Stone Coal, W. Va. Glade Creek, W. Va. H. J. Cabin, W. Va. Minden, W. Va. Macdonald, W. Va. Carliale, W. Va. Ansted, W. Va. Carterboro, W. Va. Powellton, W. Va. Kingston, W. Va. Coloord and Branches, W. Va. Ethel, W. Va. Run Creek Jct., W. Va. Slagle, W. Va. Cravens, W. Va. Carter, W. Va. Mt. Sterling, Ky. Belt Railway .. Richardson, Ky. Marrowbone, Ky. | 20.80 6.10 29.80 1.30 10.50 26.40 20.10 24.70 5.50 28.90 24.10 11.40 7.80 4.60 9.90 3.60 3.40 17.70 5.00 22.00 48.20 6.20 6.60 12.30 19.80 19.50 4.20 3.00 9.00 | |
| <i>Stock Ownership:</i> Logan & Southern R. R. Covington & Cincinnati Elevated Railroad & Tr. & Bridge Co. | Monitor Jct., W. Va. 9th St., Covington, Ky. | Monitor, W. Va. Cincinnati, O. | 1.20 1.80 | 3.00 |
| <i>Under Lease:</i> Southern Ry. Co. Piney River & Paint Creek R. R. White Oak R. R. Island Creek R. R. | Orange, Va. Beckley, Jct., W. Va. Pine Hill Jct., W. Va. Logan, W. Va. | Gordonsville, Va. Prosperity, W. Va. Price Hill, W. Va. Holden, W. Va. | 9.00 6.60 2.30 6.60 | 24.50 |
| <i>Under Contract:</i> Sulphur Mines R. R. Kerneys Creek R. R. | Mineral, Va. Nuttall, W. Va. | Sulphur Mines, Va. Lookout, W. Va. | 4.00 7.80 | 11.80 |

ROAD OPERATED—ENTIRE LINE—CONTINUED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|---|---|-----------------------------------|---|
| | From | To | | |
| <i>Trackage Rights:</i> Washington Terminal Co | Union Station, Washington, D. C. | 2nd St. and Va. Ave., Washington, D. C. | 1.30 | |
| Washington Southern Ry. Co. | So. End Long Bridge, Va. | Washington Sou. Jct., Va. | 5.80 | |
| Philadelphia, Baltimore & Washington R. R. Co. | 2nd St. and Va. Ave., Washington, D. C. | So. End Long Bridge, Va. | 2.00 | |
| Southern Railway Co. | Washington So. Jct., Va. | Orange, Va. | 76.46 | |
| Baltimore & Ohio R. R. Co. | East Lexington, Va. | Lexington, Va. | 1.00 | |
| Norfolk & Western R. R. Co. | Loch Laird, Va. | Glasgow, Va. | 8.30 | |
| Ashland Coal & Iron Ry. Co. | Ashland Jct., Ky. | Seaton, Ky. | 21.30 | |
| Louisville & Nashville R. R. Co. | Lexington, Ky. | Louisville, Ky. | 84.40 | |
| Cincinnati Inter-Terminal R. R. Co. | M. D. Tower, Cincinnati, O. | 5th St. Jct. with Cincinnati, Hamilton & Dayton Ry., Cincinnati, O. | .60 | |
| Cincinnati, Hamilton & Dayton Ry. Co. | 5th St. Jct., Cincinnati, O. | C. H. & D. Jct., Cincinnati, O. | .70 | |
| Chicago & Erie R. R. Co. | {So. Griffith, Ind. H. Y. Tower, Ind.} | {North Griffith, Ind. Illinois State line.} | 2.60 | |
| Chicago & West Indiana R. R. Co. | Illinois State line. | Polk St., Chicago, Ill. | 19.80 | 224.20 |
| | Total mileage operated. | | | 2,337.70 |

ROAD JOINTLY OWNED OR ROAD JOINTLY LEASED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line Included in Preceding Table |
|---------------------------------|-------------------------|--------------------|-----------------------------------|---|
| | From | To | | |
| Piney River & Paint Creek R. R. | Beckley Jct., W. Va. | Prosperity, W. Va. | 6.60 | 6.60 |
| White Oak R. R. | Price Hill Jct., W. Va. | Price Hill, W. Va. | 10.34 | 2.30 |

Explanatory Remarks.

Joint Lessees.

Piney River and Paint Creek Railroad..... Virginian Railway and ourselves
 White Oak Railroad..... Virginian Railway and ourselves

ROAD OPERATED—STATE OF VIRGINIA.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|---|--|--|---|
| | From | To | | |
| <i>Main Line:</i> Chesapeake & Ohio Railway Co..... | Fort Monroe, Va..... Richmond (James River)..... | West Va. State line.... Clifton Forge, Va..... | 307.04 229.90 | 537.30 |
| <i>Branches and Spurs:</i> Buckingham Branch..... Alberene Branch..... Virginia Air Line Branch..... Craig Valley Branch..... Lexington Branch..... Lexington Branch..... Warm Springs Branch..... Potts Creek Branch..... | Bremo, Va..... Warren, Va..... Lindsay, Va..... Eagle Mountain, Va..... Balcony Falls, Va..... Loch Laird, Va..... Covington, Va..... Covington, Va..... | Rosney, Va..... Esmont, Va..... Strathmore, Va..... New Castle, Va..... Glasgow, Va..... East Lexington, Va..... Hot Springs, Va..... Bess, Va..... | 20.80 6.10 29.80 26.40 1.30 10.50 24.70 20.10 | 139.70 |
| <i>Under Lease:</i> Southern Ry. Co..... | Orange, Va..... | Gordonsville, Va..... | 9.00 | 9.00 |
| <i>Under Contract:</i> Sulphur Mines R. R..... | Mineral, Va..... | Sulphur Mines, Va..... | 4.00 | 4.00 |
| <i>Trackage Rights:</i> Washington Southern Ry. Co..... | South End Long Bridge, Va..... Washington Jct., Va..... | Washington, Jct. Va... Orange, Va..... | 5.80 76.40 | |
| Southern Ry. Co..... | East Lexington, Va..... | Lexington, Va..... | 1.00 | |
| Baltimore & Ohio R. R. Co..... | Loch Laird, Va..... | Glasgow, Va..... | 8.30 | 91.50 |
| Norfolk & Western Ry. Co..... | Total mileage operated..... | ..... | ..... | 781.50 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary or Outside Operations.

| DESIGNATION | Character of Business | Title | State or Territory |
|--------------------------------|-----------------------|--------------------------------------|-----------------------------|
| Ferry lines..... | As indicated..... | Owned..... | Virginia and on Ohio river. |
| Harbor terminal transfers..... | As indicated..... | Owned..... | Virginia. |
| Dining car service..... | As indicated..... | { 9 cars owned. 1 car leased... } | Various. |
| Grain elevators..... | As indicated..... | Owned..... | Virginia. |
| Hotel..... | As indicated..... | Owned..... | Virginia. |
| Water Power..... | As indicated..... | Owned..... | Virginia. |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Character of Business | State or Territory | Net Investment |
|-----------------------------|----------------------------|--------------------|----------------|
| Rails loaned..... | Rails used in narrow gauge | | |
| | tramway..... | Kentucky..... | \$ 12,708 30 |
| Rails loaned..... | Railroad..... | Virginia..... | 21,237 03 |
| Rails loaned..... | Railroad..... | Kentucky..... | 25,312 03 |
| Rails loaned..... | Ore mining..... | Virginia..... | 6,000 00 |
| Rails loaned..... | Ore mining..... | Kentucky..... | 7,515 50 |
| Rails loaned..... | Lumber..... | West Va..... | 89,037 59 |
| Rails loaned..... | Lumber..... | Kentucky..... | 32,566 00 |
| Rails loaned..... | Stone ballast..... | Kentucky..... | 605 10 |
| Right of way abandoned..... | | Virginia..... | 1,533 50 |
| Right of way abandoned..... | | Indiana..... | 690 00 |
| | Total..... | | \$ 197,203 05 |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|---|---------------|--------------------|---|---|----|---|
| | | Date | TERM | | To | |
| | | | From | | | |
| Keeney's Creek Railroad Co..... | 7.80 | June 17, 1891... | Unlimited..... | | | Pay back to John Nuttall, owner, all branch earnings derived from his coal shipments and one-third of receipts from all traffic shipped by others. \$6,000 per year rental. Payable quarterly. Earnings at \$1.00 per loaded car up to the amount of \$1,440 per annum. The Chesapeake and Ohio Railway Company to maintain and operate line of railway and to pay annual rental equal to 5 per cent. on cost of property. Consideration \$16,200.00 per annum plus taxes one-half to be paid by the Chesapeake and Ohio Railway Company, one-half by Virginian Railway, also to maintain property. Consideration \$27,420.00 per annum (for 10.34 miles) plus taxes and insurance, one-half to be paid by the Chesapeake and Ohio Railway Company, and one-half by the Virginian Railway, also to maintain the property. |
| Southern Railway Co..... | 9.00 | Dec. 23, 1890... | Mch. 1, 1891... and renewable forever | Apr. 1, 1900... | | |
| Sulphur Mines Co. of Virginia..... | 4.00 | July 1, 1895... | Agreement not still in effect. | July 1, 1900... renewed, but | | |
| Island Creek Railroad Co..... | 6.60 | Apr. 5, 1912... | Apr. 10, 1912... Renewable the | Apr. 10, 1932... realtor. | | |
| Piney River and Paint Creek Railroad..... | 6.60 | Nov. 12, 1912... | Dec. 1, 1912... Terminates on Dec. 1, 1912... | Dec. 1, 1917... 60 days' notice to other party. | | |
| White Oak Railway Company..... | 2.30 | Nov. 12, 1912... | Dec. 1, 1912... | Dec. 1, 1917... | | |

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OPERATING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|---------------------------------------|---------------|--------------------|------------------|------------------|---|-------------------------------|
| | | Date | Term | | | |
| | | | From | To | | |
| | | | | | | |
| Nelson and Albemarle Railway Co. | 5.00 | Jan. 1, 1905.... | Jan. 1, 1905.... | Jan. 1, 1915.... | They to operate and maintain and furnish a certain amount of tonnage. | |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not held by Re- | INTEREST | | | |
|--|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|------------------------------------|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | |
| First consolidated. | 1889 | 1939 | \$ 29,888,000 | \$ 29,888,000 | | | | \$ 29,888,000 | 5 | M. & N. | \$1,492,900 00 | \$ 1,492,900 00 |
| General. | 1892 | 1892 | 3,000,000 | 48,128,000 | | | | 48,128,000 | 4 1/2 | M. & N. | 2,165,805 00 | 2,165,805 00 |
| 1922 | 1882 | 1922 | 3,000,000 | 6,142,000 | | | | 6,142,000 | 6 | J. & D. | 8,520 00 | 8,520 00 |
| R. & A. 1st mortgage. | 1890 | 1889 | 9,000,000 | 6,000,000 | | | | 6,000,000 | 4 | J. & D. | 240,000 00 | 240,000 00 |
| R. & A. 2nd mortgage. | 1890 | 1889 | 1,000,000 | 1,000,000 | | | | 1,000,000 | 4 | J. & D. | 240,000 00 | 240,000 00 |
| Craig Valley Branch. | 1890 | 1889 | 1,000,000 | 1,000,000 | | | | 1,000,000 | 4 | J. & D. | 240,000 00 | 240,000 00 |
| Warm Springs Branch. | 1890 | 1840 | 650,000 | 400,000 | | | | 400,000 | 5 | J. & D. | 32,500 00 | 32,500 00 |
| Kinton Coal Co. | 1891 | 1841 | 400,000 | 400,000 | | | | 400,000 | 5 | M. & N. | 20,000 00 | 20,000 00 |
| Greenbrier Ky. | 1895 | 1815 | 200,000 | 200,000 | | | | 200,000 | 5 | A. & O. | 10,000 00 | 10,000 00 |
| | 1900 | 1940 | 3,000,000 | 1,841,000 | | | | 1,841,000 | 4 | M. & N. | 74,203 11 | 74,203 11 |
| <i>Collateral Trust Bonds:</i> | | | | | | | | | | | | |
| Piney Creek Branch. | 1905 | 1945 | 750,000 | 539,000 | \$ 14,000 | | | 525,000 | 4 | F. & A. | 21,000 01 | 21,000 01 |
| Big Sandy Ry. | 1904 | 1944 | 5,000,000 | 4,738,000 | | | | 4,738,000 | 4 | J. & D. | 184,691 88 | 188,463 88 |
| Potts Creek Branch. | 1906 | 1946 | 1,000,000 | 600,000 | | | | 600,000 | 4 | J. & D. | 24,000 00 | 24,000 00 |
| Gen. Fund and Impt. | 1909 | 1929 | 30,000,000 | 3,698,000 | | | | 3,698,000 | 5 | J. & J. | 180,766 28 | 180,766 28 |
| <i>Plain Bonds, Debentures and Votels:</i> | | | | | | | | | | | | |
| Richland & Southwestern | 1906 | 1936 | 1,500,000 | 886,000 | 40,000 | \$ 510,000 | | 336,000 | 4 | J. & J. | 13,704 77 | 13,704 77 |
| Coal River Ry. | 1905 | 1945 | 3,000,000 | 2,915,000 | | 649,000 | | 2,266,000 | 4 | J. & D. | 89,910 88 | 90,590 64 |
| Va. Air Line Ry. | 1907 | 1952 | 900,000 | 900,000 | | | \$27,000 | 873,000 | 5 | M. & N. | 43,650 00 | 43,875 00 |
| Convertible. | 1910 | 1930 | 37,200,000 | 31,390,000 | | | 8,000 | 31,392,000 | 4 1/2 | F. & A. | 1,412,190 00 | 1,412,340 00 |
| <i>Income Bonds:</i> | | | | | | | | | | | | |
| First Lien and Impt. | 1910 | 1930 | 125,000,000 | 32,830,000 | 244,000 | 32,586,000 | | | 5 | J. & D. | | |
| <i>Miscellaneous Funded Ob- ligations:</i> | | | | | | | | | | | | |
| Collateral trust bonds, | 1911 | 1914 | 25,000,000 | 25,000,000 | | | | 25,000,000 | 4 1/2 | J. & D. | 1,088,236 00 | 1,069,785 00 |
| Secured gold notes. | 1913 | 1914 | 3,500,000 | 3,500,000 | | | | 3,500,000 | 5 | J. & D. | 486 11 | |
| Total. | | | \$347,100,000 | \$195,266,000 | \$ 298,000 | \$33,745,000 | \$35,000 | \$161,188,000 | | | \$7,102,563 04 | \$ 7,138,571 70 |

Explanatory Remarks.

The \$40,000.00 Raleigh and Southwestern Railway bonds shown as "in treasury" have been authorized in advance of construction. Respondent may issue general mortgage 4½ per cent. bonds in excess of \$70,000,000.00 to an amount averaging \$25,000.00 per mile for the purpose of double tracking lines owned or controlled by The Chesapeake and Ohio Railway Company.

Matured funded debt outstanding:
1908 B. bonds and scrip.....
1911 bonds.....

\$4,174.17 No interest accrues on these bonds after maturity.
3,000.00

\$7,174.17

EQUIPMENT TRUST OBLIGATIONS.
General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | EQUIPMENT COVERED | REMARKS |
|-----------------------------|--------------------|-----------|--------------------|---|--|
| Series D..... | Aug. 1, 1903..... | 10 yrs. | 10 | 1,000 gondolas, 50 locomotives..... | All are certificates on notes secured through a trust agreement and a direct lien on the equipment itself. |
| " E..... | Dec. 1, 1903..... | 10 " | 20 | 1,000 gondolas..... | |
| " F..... | Dec. 15, 1904..... | 10 " | 20 | 500 gondolas, 20 locomotives..... | |
| " G..... | Apr. 1, 1905..... | 10 " | 20 | 1,500 gondolas, 18 locomotives..... | |
| " H..... | Apr. 1, 1906..... | 10 " | 20 | 998 gondolas, 35 locomotives..... | |
| " I..... | June 1, 1906..... | 10 " | 20 | 1,000 gondolas..... | |
| " J..... | Aug. 1, 1906..... | 10 " | 20 | 2,000 gondolas..... | |
| " K..... | Oct. 15, 1906..... | 10 " | 20 | 1,000 gondolas, 40 locomotives..... | |
| " L..... | Jan. 1, 1907..... | 10 " | 20 | 2,000 gondolas..... | |
| " M..... | Feb. 1, 1907..... | 10 " | 20 | 2,000 gondolas..... | |
| " M. R. Co..... | Feb. 9, 1910..... | 5 yrs. 3m | 10 | 600 gondolas..... | |
| " H. B. Co..... | Nov. 17, 1908..... | 7 yrs. 6m | 15 | 150 gondolas, 272 box cars, 12 cabooses, 26 stock cars..... | |

FUNDED DEBT—EQUIPMENT TRUST OBLIGATIONS—CONTINUED.
Statement of Amount.

| SERIES OR OTHER DESIGNATION | Cash Paid on Delivery of Equipment | DEFERRED PAYMENTS | | | | INTEREST | | |
|--------------------------------|--|--------------------|-----------------------|--------------------|-----------------------|---|-----------------------------------|------|
| | | PRINCIPAL | | INTEREST | | Amount Accrued During the Year | Amount Paid During the Year | Rate |
| | | Original Amount | Amount Outstanding | Original Amount | Amount Outstanding | | | |
| Series B..... | \$ 345,120 00 | \$ 2,000,000 00 | Retired | \$ 440,000 00 | Retired | \$ 666 67 | \$ 4,000 00 | 4 |
| " C..... | 115,000 00 | 1,000,000 00 | Retired | 210,000 00 | Retired | 333 33 | 1,000 00 | 4 |
| " D..... | 9,750 00 | 2,000,000 00 | Retired | 440,000 00 | Retired | 8,666 68 | 12,000 00 | 4 |
| " E..... | 124,240 00 | 1,000,000 00 | 50,000 00 | 210,000 00 | 4,000 00 | 4,666 67 | 5,000 00 | 4 |
| " F..... | 33,010 00 | 1,000,000 00 | 105,000 00 | 147,000 00 | 4,200 00 | 6,300 00 | 6,300 00 | 4 |
| " G..... | 23,500 00 | 1,700,000 00 | 360,000 00 | 379,800 00 | 18,000 00 | 18,000 00 | 19,800 00 | 4 |
| " H..... | 8,216 30 | 1,800,000 00 | 480,000 00 | 336,000 00 | 33,600 00 | 22,400 00 | 24,000 00 | 4 |
| " I..... | 62,660 00 | 1,600,000 00 | 300,000 00 | 210,000 00 | 21,000 00 | 14,666 67 | 16,000 00 | 4 |
| " J..... | 57,800 00 | 1,900,000 00 | 665,000 00 | 399,000 00 | 53,200 00 | 29,133 34 | 32,800 00 | 4 |
| " K..... | 38,100 00 | 1,600,000 00 | 560,000 00 | 336,000 00 | 44,800 00 | 25,600 00 | 27,200 00 | 4 |
| " L..... | 70,000 00 | 2,250,000 00 | 896,000 00 | 471,500 00 | 69,720 00 | 38,080 00 | 38,080 00 | 4 |
| " M..... | 173,800 00 | 242,000 00 | 88,000 00 | 32,670 00 | 81,960 00 | 39,173 32 | 42,940 00 | 4 |
| " N..... | 81,636 00 | 190,440 00 | 76,176 00 | 30,470 40 | 4,950 00 | 5,115 00 | 5,445 00 | 4 |
| " R. Co..... | 25,000 00 | 81,050 00 | Retired | 13,372 92 | Retired | 3,684 67 | 2,735 44 | 4 |
| " H. B. C. Co..... | | | | | | 109 05 | | 6 |
| " B. W. & Co..... | | | | | | | | |
| Total..... | \$1,235,632 30 | \$19,613,490 00 | \$ 4,694,176 00 | \$ 4,129,313 32 | \$ 334,162 32 | \$ 216,595 40 | \$ 239,609 24 | |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD BY RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | |
|---|---------------------------------------|---------------|--------------------------|---------------------------------|---|-----------------------------------|-------------------------------------|-----------------------------------|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year |
| | | | | | | Charged to Income | Charged to Construction | |
| Mortgage bonds..... | \$166,766,000 00 | \$ 298,000 00 | \$33,745,000 00 | \$ 35,000 00 | \$132,688,000 00 | \$6,063,840 93 | \$ 6,068,786 70 | |
| Collateral trust bonds..... | 28,500,000 00 | ----- | ----- | ----- | 28,500,000 00 | 1,038,722 11 | 1,069,786 00 | |
| Equipment trust obligations..... | 4,984,176 00 | ----- | ----- | ----- | 4,984,176 00 | 216,595 40 | 239,609 24 | |
| Total..... | \$199,950,176 00 | \$ 298,000 00 | \$33,745,000 00 | \$ 35,000 00 | \$165,872,176 00 | \$7,319,158 44 | \$ 7,378,180 94 | |
| PURPOSE OF THE ISSUE | | | | | Total Par Value Issued During the Year | Cash Realized From Same | Total Par Value Out- standing | Total Cash Realized |
| Issued for Cash: | | | | | ----- | ----- | ----- | ----- |
| 44 per cent. 20-year convertible gold bonds 1930..... | | | | | \$ 3,500,000 00 | \$ 5,392,442 50 | \$ 31,390,000 00 | \$ 28,251,000 00 |
| 44 per cent. secured gold notes, 1914..... | | | | | 3,500,000 00 | 3,365,000 00 | 25,000,000 00 | 24,515,567 50 |
| 5 per cent. secured gold notes, 1914..... | | | | | 2,500,000 00 | ----- | 3,500,000 00 | 3,365,000 00 |
| 5 per cent. first lien and improvement bonds, 1930..... | | | | | ----- | ----- | 2,500,000 00 | ----- |
| Total..... | | | | | \$ 11,500,000 00 | \$ 8,757,442 50 | \$ 62,390,000 00 | \$ 56,161,567 50 |
| Issued for Corporate Purposes: | | | | | ----- | ----- | ----- | ----- |
| 44 per cent. general mortgage, 1922..... | | | | | ----- | ----- | \$ 1,500,000 00 | \$ 1,500,000 00 |
| Issued for Construction of New Properties: | | | | | ----- | ----- | ----- | ----- |
| 5 per cent. gold bonds, 1923..... | | | | | ----- | ----- | \$ 142,000 00 | \$ 119,900 00 |
| 5 per cent. gold bonds, 1940..... | | | | | ----- | ----- | 650,000 00 | 570,000 00 |
| 4 per cent. gold bonds, 1940..... | | | | | ----- | ----- | 600,000 00 | 517,500 00 |
| 5 per cent. gold bonds, 1939..... | | | | | ----- | ----- | 394,000 00 | 350,360 00 |
| 44 per cent. general mortgage, 1922..... | | | | | ----- | ----- | 3,804,230 00 | 3,461,910 00 |
| 4 per cent. gold bonds, 1945..... | | | | | \$ 445,000 00 | ----- | 790,000 00 | 86,800 00 |
| 4 per cent. gold bonds, 1936..... | | | | | ----- | ----- | 150,000 00 | ----- |
| 5 per cent. first lien and improvement bonds, 1930..... | | | | | 269,000 00 | ----- | 269,000 00 | ----- |
| Total..... | | | | | \$ 714,000 00 | ----- | \$ 6,531,230 00 | \$ 5,116,470 00 |

RECAPITULATION OF FUNDED DEBT—CONTINUED.

| PURPOSE OF THE ISSUE | Total Par Value Issued During the Year | Cash Realized From Same | Total Par Value Outstanding | Total Cash Realized |
|---|--|-------------------------|-----------------------------|---------------------|
| Issued for Additions and Betterments: | | | | |
| 4 per cent. gold bonds, 1944..... | \$ 171,000 00 | \$ 141,502 50 | \$ 229,000 00 | \$ 189,487 50 |
| 5 per cent. gold bonds, 1939..... | ..... | ..... | 4,226,000 00 | 4,194,441 00 |
| 4 1/2 per cent. general mortgage bonds, 1922..... | ..... | ..... | 16,932,940 00 | 16,282,288 00 |
| 5 per cent. F. & I. bonds, 1929..... | ..... | ..... | 2,000,000 00 | 1,900,000 00 |
| 5 per cent. first L. & I. bonds, 1930..... | 2,500,000 00 | ..... | 7,500,000 00 | ..... |
| Equipment Trusts D..... | ..... | ..... | 200,000 00 | 188,480 00 |
| " E..... | ..... | ..... | 50,000 00 | 47,370 00 |
| " F..... | ..... | ..... | 108,000 00 | 100,800 00 |
| " G..... | ..... | ..... | 360,000 00 | 351,000 00 |
| " H..... | ..... | ..... | 430,000 00 | 408,000 00 |
| " I..... | ..... | ..... | 300,000 00 | 279,000 00 |
| " J..... | ..... | ..... | 665,000 00 | 618,450 00 |
| " K..... | ..... | ..... | 560,000 00 | 522,200 00 |
| " L..... | ..... | ..... | 896,000 00 | 833,280 00 |
| " M..... | ..... | ..... | 904,000 00 | 840,720 00 |
| " M. R. Co..... | ..... | ..... | 88,000 00 | Assumed |
| " H. B. C. Co..... | ..... | ..... | 76,176 00 | Assumed |
| Total..... | \$ 2,671,000 00 | \$ 141,502 50 | \$ 35,582,116 00 | \$ 26,835,536 50 |
| Issued for Purchase of Railway or Other Properties: | | | | |
| 4 per cent. gold bonds first mortgage, 1939..... | ..... | ..... | \$ 6,000,000 00 | \$ 6,000,000 00 |
| 5 per cent. gold bonds second mortgage, 1939..... | ..... | ..... | 1,000,000 00 | 1,000,000 00 |
| 5 per cent. gold bonds, 1915..... | ..... | ..... | 200,000 00 | 200,000 00 |
| 4 per cent. gold bonds, 1945..... | ..... | ..... | 539,000 00† | 525,000 00 |
| 4 per cent. gold bonds, 1941..... | ..... | ..... | 400,000 00 | 400,000 00 |
| 4 per cent. gold bonds, 1940..... | ..... | ..... | 1,841,000 00 | 1,841,000 00 |
| 4 per cent. gold bonds, 1944..... | ..... | ..... | 4,339,000 00 | 4,339,000 00 |
| 4 1/2 per cent. general mortgage, 1922..... | ..... | ..... | 9,666,060 00 | 9,645,760 00 |
| 5 per cent. gold bonds, 1939..... | ..... | ..... | 4,496,310 00 | 4,478,714 00 |
| 4 per cent. gold bonds, 1936..... | ..... | ..... | 2,126,000 00† | 2,026,000 00 |
| 5 per cent. gold bonds, 1932..... | ..... | ..... | 2,156,000 00 | 2,156,000 00 |
| Total..... | \$ 900,000 00 | ..... | 900,000 00 | Assumed |
| Issued for Acquisition of Securities: | | | | |
| 5 per cent. gold bonds, 1930..... | \$ 900,000 00 | ..... | \$ 32,502,390 00 | \$ 30,840,479 00 |
| 4 1/2 per cent. gold bonds, 1922..... | ..... | ..... | ..... | ..... |
| 5 per cent. first lien and improvement bonds, 1930..... | ..... | ..... | ..... | ..... |
| Total..... | \$ 2,241,000 00 | ..... | ..... | ..... |
| | | | \$ 4,874,600 00 | \$ 4,838,186 00 |
| | | | 1,890,400 00 | 1,820,482 00 |
| | | | 10,196,000 00* | ..... |
| | | | \$ 16,714,000 00 | \$ 6,478,668 00 |

| | |
|---|-------------------|
| Issued for Refundment of Securities: | |
| 5 per cent. general F. & T., 1929 | \$ 1,698,000 00 |
| 5 per cent. gold bonds, 1939 | 15,487,000 00 |
| 4 1/2 per cent. general mortgage, 1992 | 14,743,350 00 |
| 5 per cent. first lien and improvement mortgage, 1930 | 12,402,000 00* |
| Total | \$ 44,330,350 00 |
| Issued for Reorganization: | |
| 5 per cent. gold bonds, 1939 | \$ 400,000 00 |
| Total | \$ 199,950,176 00 |
| | \$ 30,878,000 00 |
| | \$ 8,928,945 00 |
| | \$ 400,000 00 |
| | \$ 159,474,418 00 |

\$ 14,000 00 bonds in treasury unsold—of C. & O. Paint Creek Branch.
 40,000 00 bonds in treasury unsold—of Raleigh & Southwestern Railway Company.
 649,000 00 bonds—of Coal River Railway Company pledged as part collateral for secured gold notes.
 510,000 00 bonds—of Raleigh & Southwestern Railway pledged as part collateral for secured gold notes.
 244,000 00 bonds in treasury unsold—of C. & O. first lien and improvement 5 per cent. mortgage.
 • 32,536,000 00 first lien and improvement bonds are pledged as part collateral for secured gold notes.

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|---------------|-----------------------------|------------------|---------------------|-------------------------|------------|
| | | To Railways | To Other Properties | Miles | Amount |
| | | | | | |
| Capital stock | \$ 62,797,000 00 | \$ 62,797,000 00 | ----- | 2,082.20 | \$ 30,159 |
| Funded debt | 199,950,176 00 | 199,950,176 00 | ----- | 2,082.20 | 96,028 |
| Total | \$262,747,176 00 | \$262,747,176 00 | ----- | 2,082.20 | \$ 126,187 |

DISCOUNT ON SECURITIES.
On Funded Debt.

| CLASS OF BOND OR OBLIGATION | NET AMOUNT OF DISCOUNT | | |
|--|------------------------|--|--|
| | Total | Charged to Income or Profit and Loss | To be Charged During Remain- ing Life of Security |
| The Chesapeake and Ohio Railway 4½ per cent. secured gold notes..... | \$ 107,557 50 | \$ 107,557 50 | ----- |
| The Chesapeake and Ohio Railway 5 per cent. secured gold notes..... | 108,000 00 | 108,000 00 | ----- |
| Big Sandy Railway Company 4 per cent. first mortgage bonds..... | 38,502 50 | 38,502 50 | ----- |
| Coal River Railway Company 4 per cent. first mortgage bonds..... | 8,200 00 | 8,200 00 | ----- |
| The Chesapeake and Ohio Railway Company of Indiana 5 per cent. first mortgage bonds..... | 76,200 00 | 76,200 00 | ----- |
| Total..... | \$ 336,460 00 | \$ 336,460 00 | ----- |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage Per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|---|--------------------------|--------------------|----------|--|--|
| | From | To | Miles | | |
| First consolidated mortgage. | Fort Monroe, Va. | Cincinnati, O. | 697.20 | \$ 42,226 | All of this company's equipment owned is covered by mortgage. |
| General mortgage. | General. | General. | 1,429.30 | 33,673 | |
| 1922 mortgage. | Newport News, Va. | Fort Monroe, Va. | 10.00 | 14,200 | There are deposited with the trustees under the first consolidated, general, R. & A. first consolidated, general, funding and improvement, first lien and improvement and secured gold notes underlying securities, viz.: Stocks.....\$ 35,927,425 00 Bonds.....76,088,266 99 \$112,015,710 99 |
| R. & A. first mortgage. | Richmond, Va. | Clifton Forge, Va. | 241.70 | 24,824 | |
| R. & A. second mortgage. | Richmond, Va. | Clifton Forge, Va. | 241.70 | 4,137 | |
| Craig Valley Branch mortgage. | Eagle Mountain, Va. | New Castle, Va. | 26.40 | 24,621 | |
| Warm Springs Branch mortgage. | Covington, Va. | Hot Springs, Va. | 24.70 | 16,194 | |
| Alneon Coal Co. mortgage. | Covington, Va. | Cincinnati, O. | 24.70 | | |
| Greenbrier Ry. mortgage. | Whitecomb, W. Va. | Cincinnati, O. | 100.80 | 18,264 | |
| Paint Creek Branch mortgage. | Paint Creek Jct., W. Va. | Winterburn, W. Va. | 22.00 | 24,500 | |
| Big Sandy Ry. mortgage. | White House, Ky. | Kingsburn, W. Va. | 85.90 | 53,739 | |
| Potts Creek Branch mortgage. | Covington, Va. | Elkhorn City, Ky. | 20.10 | 29,851 | |
| General funding and improvement mortgage. | Covington, Va. | Bess, Va. | 1,066.70 | 2,210 | |
| Raleigh & Southwestern mortgage. | General. | General. | 35.50 | 24,958 | |
| Coal River Ry. mortgage. | Raleigh, W. Va. | General. | 30.62 | 30,662 | |
| va. Air Line Ry. mortgage. | St. Albans, W. Va. | Strathmore, Va. | 39.80 | 30,201 | |
| First lien and improvement mortgage. | Lindsay, Va. | General. | 1,818.60 | 17,261 | |
| Convertible mortgage. | General. | General. | 1,711.00 | 19,186 | |

SECURITY FOR FUNDED DEBT—CONTINUED.

Explanatory Remarks.

SECURITIES MORTGAGED.

Stocks:

| | |
|---|------------------|
| Big Sandy Railway Company..... | \$ 100,000 00 |
| Chesapeake Mineral Company..... | 10,000 00 |
| Coal River Railway Company..... | 100,000 00 |
| Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company..... | 1,500,000 00 |
| Covington Short Route Transfer Railway Company..... | 10,000 00 |
| Elizabethtown, Lexington and Big Sandy Railroad Company..... | 3,501,525 00 |
| Glen Jean, Lower Loup and Deepwater Railroad Company..... | 75,100 00 |
| Greenbrier and New River Railroad Company..... | 100,000 00 |
| Guyandotte Valley Railway Company..... | 1,016,300 00 |
| Kentucky and South Atlantic Railroad Company..... | 150,000 00 |
| Kinniconnick and Freestone Railroad Company..... | 85,700 00 |
| Logan and Southern Railway Company..... | 82,800 00 |
| Maysville and Big Sandy Railroad Company..... | 7,478,700 00 |
| Norfolk Terminal and Transportation Company..... | 100,000 00 |
| Ohio and Big Sandy Railroad Company..... | 994,000 00 |
| Ohio River and Charleston Railroad Company..... | 50,000 00 |
| Raleigh and Southwestern Railway Company..... | 100,000 00 |
| The Chesapeake and Ohio Equipment Corporation..... | 1,370,000 00 |
| The Chesapeake and Ohio Railway Company of Indiana..... | 5,748,800 00 |
| The Hocking Valley Railway Company..... | 8,825,000 00 |
| The Kanawha and Michigan Railway Company..... | 4,028,500 00 |
| Virginia Air Line Railway Company, preferred..... | 100,000 00 |
| Virginia Air Line Railway Company, common..... | 400,000 00 |
| Total..... | \$ 35,927,425 00 |

Bonds:

| | |
|---|------------------|
| Coal River Railway Company..... | 649,000 00 |
| Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company, first mortgage..... | 3,500,000 00 |
| Elizabethtown, Lexington and Big Sandy Railroad Company, first mortgage..... | 3,282,000 00 |
| Elizabethtown, Lexington and Big Sandy Railroad Company, second mortgage..... | 550,000 00 |
| Elizabethtown, Lexington and Big Sandy Railroad Company, debenture..... | 489,000 00 |
| Greenbrier and New River Railroad Company, first mortgage..... | 555,000 00 |
| Kentucky and South Atlantic Railroad Company, first mortgage..... | 110,000 00 |
| Kinniconnick and Freestone Railroad Company, first mortgage..... | 100,000 00 |
| Kinniconnick and Freestone Railroad Company, income..... | 100,000 00 |
| Manchester, Va., city of..... | 15,000 00 |
| Maysville and Big Sandy Railroad Company, first mortgage..... | 7,500,000 00 |
| Ohio and Big Sandy Railroad Company, notes..... | 56,800 00 |
| Ohio and Big Sandy Railway Company, obligations..... | 572,977 71 |
| Raleigh and Southwestern Railway Company, first mortgage bonds..... | 510,000 00 |
| Richmond and Alleghany Railroad Company, notes..... | 846,000 00 |
| The Chesapeake and Ohio Equipment Corporation, notes..... | 9,782,000 00 |
| The Chesapeake and Ohio Railway Company, general funding and improvement mortgage..... | 7,302,000 00 |
| The Chesapeake and Ohio Railway Company, first lien and improvement mortgage..... | 32,586,000 00 |
| The Chesapeake and Ohio Railway Company of Indiana, first mortgage..... | 6,589,000 00 |
| The Chesapeake and Ohio Railway Company of Indiana, notes..... | 993,508 28 |
| Total..... | \$ 76,088,235 99 |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | Property Retired or Converted | Total |
|---|---|-------------------------------------|-----------------|
| Right of way and station grounds..... | \$ 93,126 16 | \$ 53,458 00 | \$ 39,668 16 |
| Real estate..... | 20,735 00 | 2,610 00 | 18,125 00 |
| Widening cuts and fills..... | 150,722 02 | | 150,722 02 |
| Protection of banks and drainage..... | 14,668 05 | | 14,668 05 |
| Grade reductions and changes of line..... | Cr. 18,645 26 | | Cr. 18,645 26 |
| Bridges, trestles and culverts..... | 385,461 40 | | 385,461 40 |
| Increased weight of rail..... | 109,440 01 | | 109,440 01 |
| Improved frogs and switches..... | 14,431 78 | | 14,431 78 |
| Track fastenings and appurtenances..... | 27,631 33 | | 27,631 33 |
| Ballast..... | 131,928 99 | | 131,928 99 |
| Additional main tracks..... | 143,719 64 | | 143,719 64 |
| Sidings and spur tracks..... | 494,194 18 | 129,880 45 | 364,313 73 |
| Terminal yards..... | 177,894 01 | | 177,894 01 |
| Fencing right of way..... | 5,545 23 | | 5,545 23 |
| Improvement of crossings under or over grade..... | 19,124 12 | | 19,124 12 |
| Elimination of grade crossings..... | 25,131 42 | | 25,131 42 |
| Interlocking apparatus..... | 9,059 23 | | 9,059 23 |
| Telegraph and telephone lines..... | 28,428 86 | | 28,428 86 |
| Station buildings and fixtures..... | 128,007 64 | | 128,007 64 |
| Roadway machinery and tools..... | 1,609 50 | | 1,609 50 |
| Shops, enginehouses and turntables..... | 52,287 69 | 2,547 40 | 49,720 29 |
| Shop machinery and tools..... | 73,946 15 | | 73,946 15 |
| Water and fuel stations..... | 196,786 61 | 1,817 01 | 194,969 60 |
| Grain elevators and storage warehouses..... | 20,929 64 | | 20,929 64 |
| Dock and wharf property..... | 387,993 47 | | 387,993 47 |
| Electric light and power plants..... | 1,149 74 | | 1,149 74 |
| Gas producing plants..... | 314 49 | | 314 49 |
| Snow and sand fences and snowsheds..... | 1,529 60 | | 1,529 60 |
| Reconstruction of road purchased..... | 1,085,717 12 | | 1,085,717 12 |
| Equipment..... | 313,079 83 | 829,656 85 | 516,577 03 |
| Interest and commissions..... | 226 22 | | 226 22 |
| Other additions and betterments..... | 80,892 23 | 4,351 35 | 76,540 88 |
| Total..... | \$4,238,391 20 | \$1,024,321 06 | \$ 3,214,070 14 |

Explanatory Remarks.

| | | |
|--|-------------|-------------|
| Boiler, Gladys's Inn..... | \$ 1,390 00 | |
| Section houses..... | 2,200 00 | |
| Y. M. C. A. buildings..... | 15,145 62 | |
| Storage houses for records..... | 2,381 97 | |
| Shanty houses..... | 2,783 88 | |
| General office furniture..... | 40,243 44 | |
| Hospital boilers..... | 1,274 37 | |
| Clifton Forge, Va., lunch house for employees..... | 210 61 | |
| Track scales, various points..... | 11,195 09 | |
| Snow fences..... | 139 82 | |
| Greenlee, Va., rock crusher..... | 951 76 | |
| Handley, W. Va., ice house..... | 360 45 | |
| Janney, Ind., coal vender's house..... | 874 00 | |
| Boston, Ind., train master's house..... | 1,741 22 | |
| Total..... | | \$80,892 23 |
| Less: | | |
| Foreman section's house..... | \$ 1,849 75 | |
| Shanties destroyed by fire..... | 401 60 | |
| Telegraph offices destroyed by fire..... | 400 00 | |
| Store building, Cliffside, Va..... | 1,200 00 | |
| Huntington, W. Va., laundry building..... | 500 00 | 4,351 35 |
| Total..... | | \$76,540 88 |

**EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—STATE OF VIRGINIA.**

| ACCOUNT | From Cash or Other Working Assets | Property Retired or Converted | Total |
|---|---|-------------------------------------|------------------------|
| Right of way and station grounds..... | \$ 12,904 00 | \$ 1,048 00 | \$ 11,856 00 |
| Real estate..... | 17,475 00 | | 17,475 00 |
| Protection of banks and drainage..... | 2,695 05 | | 2,695 05 |
| Grade reductions and changes of line..... | 4 00 | | 4 00 |
| Bridges, trestles and culverts..... | 41,618 08 | | 41,618 08 |
| Increased weight of rail..... | 12,738 66 | | 12,738 66 |
| Improved frogs and switches..... | 13 50 | | 13 50 |
| Track fastenings and appurtenances..... | 182 70 | | 182 70 |
| Additional main tracks..... | 14 25 | | 14 25 |
| Sidings and spur tracks..... | 34,768 46 | 8,125 10 | 26,643 36 |
| Terminal yards..... | 10,725 57 | | 10,725 57 |
| Fencing right of way..... | 1,441 69 | | 1,441 69 |
| Improvement of crossings under or over grade..... | 10,604 92 | | 10,604 92 |
| Elimination of grade crossings..... | 18,227 91 | | 18,227 91 |
| Interlocking apparatus..... | 6,326 27 | | 6,326 27 |
| Block and other signal apparatus..... | 625 04 | | 625 04 |
| Station buildings and fixtures..... | 24,564 99 | | 24,564 99 |
| Shops, enginehouses and turntables..... | 24,762 25 | | 24,762 25 |
| Shop machinery and tools..... | 21,401 64 | | 21,401 64 |
| Water and fuel stations..... | 8,264 04 | | 8,264 04 |
| Grain elevators and storage warehouses..... | 21,750 24 | | 21,750 24 |
| Dock and wharf property..... | 387,993 47 | | 387,993 47 |
| Gas producing plants..... | 314 49 | | 314 49 |
| Reconstruction of road purchased..... | 1,071,947 12 | | 1,071,947 12 |
| Equipment..... | 174,065 72 | 306,393 88 | 132,328 16 |
| Other additions and betterments..... | 46,897 41 | 750 00 | 46,147 41 |
| Total—State of Virginia..... | \$1,952,326 47 | \$ 316,316 98 | \$ 1,636,009 49 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | From Cash or Other Working Assets | | | |
| I. ROAD: | | | | |
| Engineering..... | \$ 8,549 31 | \$ 44,173 53 | \$ 353,847 54 | \$ 406,570 38 |
| Right of way and station grounds..... | 28,184 86 | 39,394 36 | 1,100,093 64 | 1,167,672 86 |
| Real estate..... | | 18,125 00 | 175,008 73 | 193,133 73 |
| Grading..... | 60,112 28 | 388,063 28 | 4,304,881 75 | 4,753,047 31 |
| Tunnels..... | 130 00 | | 176,720 50 | 176,850 50 |
| Bridges, trestles and culverts..... | 30,712 10 | 416,017 96 | 1,458,093 08 | 1,904,823 14 |
| Ties..... | Cr. 6,763 09 | 38,106 26 | 783,632 87 | 814,978 04 |
| Rails..... | 25,078 80 | 108,604 12 | 1,961,863 84 | 2,185,546 76 |
| Frogs and switches..... | 564 10 | 18,140 10 | 139,611 02 | 158,315 22 |
| Track fastenings and other ma- terial..... | 3,276 89 | 42,618 41 | 387,212 14 | 383,107 44 |
| Ballast..... | 1,509 90 | 222,430 99 | 806,504 47 | 1,033,445 36 |
| Track laying and surfacing..... | 23,263 26 | 88,793 79 | 1,787,286 71 | 1,899,342 76 |
| Roadway tools..... | 45 59 | 1,921 73 | 17,090 33 | 19,057 65 |
| Fencing right of way..... | 680 79 | 4,569 78 | 47,619 34 | 52,869 91 |
| Crossings and signs..... | 100 49 | 75,104 00 | 65,290 67 | 140,495 16 |
| Interlocking and other signal apparatus..... | | 77,722 49 | 782,579 36 | 860,301 85 |
| Telegraph and telephone lines..... | | 28,831 19 | 146,794 81 | 175,626 00 |
| Station buildings and fixtures..... | | 129,708 49 | 293,960 59 | 423,069 08 |
| General office buildings and fixtures..... | | 40,229 90 | | 40,229 90 |
| Shops, enginehouses and turn- tables..... | | 40,977 10 | 950,494 80 | 991,471 90 |
| Shop machinery and tools..... | | 84,029 32 | 243,134 67 | 327,163 99 |
| Water stations..... | 107 49 | 125,442 77 | 194,279 20 | 319,829 46 |
| Fuel stations..... | | 68,602 37 | 144,817 09 | 213,419 46 |
| Grain elevators..... | | 183 21 | 3,796 93 | 3,980 14 |
| Storage warehouses..... | | 20,717 53 | 5,482 37 | 26,199 90 |
| Dock and wharf property..... | | 384,401 12 | 46,403 58 | 430,804 70 |
| Electric light plants..... | | 1,065 64 | 3,406 52 | 4,502 16 |
| Electric power plants..... | | 210 05 | | 210 05 |
| Gas producing plants..... | | 314 49 | | 314 49 |
| Miscellaneous structures..... | | 43,506 02 | 75,063 54 | 118,589 56 |
| Rent of equipment..... | | 990 80 | | 990 80 |
| Earnings and operating ex- penses during construction..... | Cr. 555 00 | | Cr. 1,771 00 | Cr. 2,326 00 |
| Injuries to persons..... | 35 00 | 50 00 | 8,664 42 | 8,749 42 |
| Cost of road purchased..... | 36,200 00 | 1,085,717 12 | 35,541,901 35 | 36,591,418 47 |
| Total..... | \$ 138,832 77 | \$ 3,728,784 92 | \$51,956,783 86 | \$55,824,401 55 |
| II. EQUIPMENT: | | | | |
| Steam locomotives..... | \$ 21,000 00 | \$Cr. 263,777 02 | \$3,035,092 46 | \$ 2,793,315 44 |
| Passenger-train cars..... | | 60,292 28 | 282,646 71 | 342,938 99 |
| Freight-train cars..... | | Cr. 377,760 12 | 15,966,509 89 | 15,588,749 77 |
| Work equipment..... | | Cr. 17,142 17 | 29,486 55 | 12,327 38 |
| Floating equipment..... | | 81,810 00 | Cr. 21,438 21 | 60,371 79 |
| Total..... | \$ 21,000 00 | \$Cr. 516,577 03 | \$19,292,280 40 | \$18,796,703 87 |
| III. GENERAL EXPENDITURES: | | | | |
| Law expenses..... | | \$ 1 75 | \$ 40 25 | \$ 42 00 |
| Taxes..... | | | 114 42 | 114 42 |
| Interest and commissions..... | | 326 22 | 2,256 50 | 2,482 72 |
| Other expenditures..... | | 1,634 28 | 250 00 | 1,884 28 |
| Total..... | | \$ 1,862 25 | \$ 2,661 17 | \$ 4,523 42 |
| RECAPITULATION. | | | | |
| I. Road..... | \$ 138,832 77 | \$ 3,728,784 92 | \$51,956,783 86 | \$55,824,401 55 |
| II. Equipment..... | 21,000 00 | Cr. 516,577 03 | 19,292,280 40 | 18,796,703 87 |
| III. General expenditures..... | | 1,862 25 | 2,661 17 | 4,523 42 |
| Total—Entire line..... | \$ 159,832 77 | \$ 3,214,070 14 | \$71,251,725 43 | \$74,625,628 34 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—STATE OF VIRGINIA.

| ACCOUNT | Expenditures for Additions and Betterments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Engineering..... | \$ 5,501 87 | | |
| Right of way and station grounds..... | 11,153 00 | | |
| Real estate..... | 17,475 00 | | |
| Grading..... | 19,082 06 | | |
| Bridges, trestles and culverts..... | 39,194 45 | | |
| Ties..... | 976 04 | | |
| Rails..... | 25,161 19 | | |
| Frogs and switches..... | 637 38 | | |
| Track fastenings and other material..... | 936 76 | | |
| Ballast..... | 168 25 | | |
| Track laying and surfacing..... | 11,133 01 | | |
| Fencing right of way..... | 1,441 69 | | |
| Crossings and signs..... | 27,554 90 | | |
| Interlocking and other signal apparatus..... | 3,195 73 | | |
| Telegraph and telephone lines..... | 423 13 | | |
| Station buildings and fixtures..... | 23,724 95 | | |
| General office buildings and fixtures..... | 40,229 90 | | |
| Shops, enginehouses and turntables..... | 17,378 74 | | |
| Shop machinery and tools..... | 30,000 21 | | |
| Water stations..... | 8,214 33 | | |
| Fuel stations..... | 210 82 | | |
| Grain elevators..... | 1,003 81 | | |
| Storage warehouses..... | 20,717 53 | | |
| Dock and wharf property..... | 384,401 12 | | |
| Gas producing plants..... | 314 49 | | |
| Miscellaneous structures..... | 3,200 46 | | |
| Cost of road purchased..... | 1,071,947 12 | | |
| Total—State of Virginia..... | \$1,765,383 13 | Not available | Not available |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|-------------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 113,223,840 19 | |
| Equipment..... | 13,912,508 48 | |
| Investment since June 30, 1907..... | 74,625,628 34 | |
| Total..... | \$ 201,761,977 01 | |
| Reserve for accrued depreciation—Cr..... | 3,503,348 90 | |
| Net total..... | \$ 198,258,628 11 | |
| Cost per mile of line..... | 95,353 32 | |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | |
|--|-----------------|
| Rail operations—Revenues..... | \$35,085,278 32 |
| Rail operations—Expenses..... | 24,451,560 31 |
| Net revenue—Rail operations..... | \$10,633,718 01 |
| Auxiliary (or outside) operations—Revenues..... | \$ 550,626 06 |
| Auxiliary (or outside) operations—Expenses..... | 504,546 70 |
| Net revenue auxiliary operations..... | 46,079 36 |
| Net railway operating revenue..... | \$10,679,797 37 |
| Railway tax accruals..... | 1,375,862 89 |
| Railway operating income..... | \$ 9,303,934 48 |
| OTHER INCOME: | |
| Income from lease of road..... | \$ 800 00 |
| Hire of equipment—Credit balance..... | 598,740 44 |
| Joint facility rent income..... | 15,783 43 |
| Miscellaneous rent income..... | 47,496 15 |
| Net profit from miscellaneous physical property..... | 4,227 65 |
| Dividend income..... | 1,298,971 00 |
| Income from funded securities..... | 20,953 00 |
| Income from unfunded securities and accounts..... | 31,744 39 |
| Income from sinking and other reserve funds..... | 2,361 65 |
| Miscellaneous income..... | 230,886 19 |
| Total other income..... | 2,252,062 90 |
| Gross income carried forward..... | \$11,555,997 38 |
| DEDUCTIONS FROM GROSS INCOME: | |
| Deductions for lease of other roads..... | \$ 66,742 65 |
| Joint facility rent deductions..... | 779,576 09 |
| Miscellaneous rent deductions..... | 57,315 03 |
| Interest deductions for funded debt..... | 7,319,158 44 |
| Interest deductions for unfunded debt..... | 31,701 79 |
| Total deductions..... | 8,257,494 00 |
| Net income..... | \$ 3,298,503 38 |
| DISPOSITION OF NET INCOME: | |
| Appropriations of income to sinking and other reserve funds..... | 3,696 65 |
| Income balance transferred to credit of profit and loss..... | \$ 3,294,806 73 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|----------------|-----------------|
| Balance (at beginning of fiscal period)..... | | \$ 2,760,398 49 |
| Credit balance transferred from income account..... | | 3,294,806 73 |
| Miscellaneous credits..... | | 46,763 43 |
| Dividend appropriations of surplus..... | \$3,139,080 00 | |
| Debt discount extinguished through surplus..... | 336,460 00 | |
| Loss on retired road and equipment..... | 9,867 84 | |
| Miscellaneous debits..... | 101,880 03 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | 2,514,680 78 | |
| Total..... | \$6,101,968 65 | \$ 6,101,968 65 |

Miscellaneous Debits.

| | |
|---|---------------|
| Premium on general funding and improvement bonds purchased..... | \$ 25,750 00 |
| Cancellation of demurrage charges v. various coal companies..... | 53,402 00 |
| Book value of Jamestown Exposition bonds, date written off..... | 18,990 09 |
| Expenditures account furnishing Y. M. C. A. buildings prior to June 30, 1912..... | 2,759 26 |
| Various old items closed off..... | 978 68 |
| | \$ 101,880 03 |

Miscellaneous Credits.

| | |
|---|--------------|
| Unpaid wages prior to January 1, 1908..... | \$ 33,567 60 |
| Account Big Sandy Railway bonds retired..... | 6,635 00 |
| Account Coal River Railway bonds retired..... | 3,538 75 |
| Account Greenbrier Railway bonds retired..... | 1,310 00 |
| Account R. & S. W. Railway bonds retired..... | 1,061 25 |
| Sundry other old items closed out..... | 650 83 |
| | \$ 46,763 43 |

Explanatory Remarks.

Property Abandoned, Charged to Profit and Loss.

| DESCRIPTION OF PROPERTY | Date Abandoned | Amount Charged off |
|--|----------------|--------------------|
| ENTIRE LINE: Various sidings..... | Various..... | \$ 7,646 36 |
| STATE OF VIRGINIA: Various sidings..... | Various..... | \$ 5,294 19 |

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Per Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|----------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| | | | | | | | |
| The Chesapeake and Ohio Railway Company, common capital stock. | 1½ | ----- | \$ 62,731,600 00 | ----- | \$ 784,770 00 | 1912 | 1912 |
| | 1½ | ----- | 62,731,600 00 | ----- | 784,770 00 | 1912 | 1912 |
| | 1½ | ----- | 62,731,600 00 | ----- | 784,770 00 | 1913 | 1913 |
| | 1½ | ----- | 62,731,600 00 | ----- | 784,770 00 | 1913 | 1913 |
| Total..... | | | ----- | ----- | \$3,139,080 00 | | |

SECURITIES OWNED—STOCKS.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEDGED | | UNPLEDGED | | DIVIDENDS DECLARED | |
|---|----------------------|-----------------------|---------------------|-----------------------|--------------------|--------------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Covington and Cincinnati EL Railroad and Transfer and Bridge Company | \$ 1,500,000 | \$ 146,987 00 | See note page 149 | \$ 34,500 00 | 4 | \$ 1,380 00 |
| Cincinnati Inter-Terminal Railroad Company of Indiana | 5,748,800 | | \$ 34,500 | \$ 150,000 00 | | |
| Kanawha Bridge and Terminal Company | | | 400,000 | \$ 83,900 00 | | |
| Logan and Southern Railway Company | | | 30,000 | 30,000 00 | 4 | 1,200 00 |
| Lexington Union Station Company, preferred | 82,800 | 82,800 00 | 5,000 | 1 00 | | |
| Lexington Union Station Company, common | | | 475,000 | 118,750 00 | | |
| Louisville and Jeffersonville Bridge Company | | | 308,000 | 278,000 00 | | |
| Elkhorn and Beaver Valley Railway Company | | | 106,200 | 106,200 00 | | |
| Gauley and Meadow River Railroad Company | | | | | | |
| Railway companies—Inactive: | | | | | | |
| Coal River Railway | 100,000 | | | | | |
| Glen Jean, Lower Loup and Deepwater Railroad Company | 75,100 | | | | | |
| Greenbrier and New River Railway Company | 100,000 | | | | | |
| Guyandotte Valley Railway Company | 1,016,300 | | | | | |
| Raleigh and Southwestern Railway Company | 100,000 | | | | | |
| Virginia Air Line Railway Company, preferred | 100,000 | | | | | |
| Virginia Air Line Railway Company, common | 400,000 | 1 00 | | | | |
| The Chesapeake and Ohio Railway Company of Kentucky, viz: | | | | | | |
| Big Sandy Railway Company | 100,000 | | | | | |
| Covington Short Route Transfer Railway Company | 10,000 | | | | | |
| Elizabethtown, Lexington and Big Sandy Railroad Co. | 3,501,625 | | 2,300 | | | |
| Kentucky and South Atlantic Railroad | 150,000 | | | | | |
| Kimberlinck and Freestone Railroad Company | 88,700 | | | | | |
| Maysville and Big Sandy Railway Company | 7,478,700 | | 15,000 | | | |
| Ohio and Big Sandy Railroad Company | 994,000 | | | | | |
| Ohio River and Charleston Railroad Company | 50,000 | | | | | |
| Other than railway companies—Active: | | | | | | |
| Norfolk Terminal and Transportation Company | 100,000 | 100,000 00 | | | 5 | 5,000 00 |
| The Chesapeake and Ohio Equipment Corporation | 1,370,000 | 1,370,000 00 | 18,500 | 18,500 00 | | |
| Total..... | \$ 23,065,925 | \$1,699,788 00 | \$ 1,478,400 | \$ 819,851 00 | | \$ 7,580 00 |

SECURITIES OWNED—STOCKS—CONTINUED.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEDGED | | UNPLEDGED | | DIVIDENDS DECLARED | |
|--|--------------------|-----------------------|--------------------|-----------------------|--------------------|-----------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of companies not proprietary, affiliated, or controlled held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| The Hooking Valley Railway Company..... | \$ 8,825,000 00 | \$10,512,011 44 | \$ 800 00 | \$ 950 45 | 4 1/2% extra— | \$ 397,161 00 |
| The Kanawha and Michigan Railway Company..... | 4,026,500 00 | 2,907,939 18 | 2,700 00 | 1,945 32 | 7% reg.— | 617,808 00 |
| Other than railway companies—Active: | | | | | 1% extra— | 40,292 00 |
| Chesapeake Mineral Company..... | 10,000 00 | 10,000 00 | | | 5% reg.— | 201,460 00 |
| Total..... | \$12,861,500 00 | \$13,429,950 62 | \$ 3,500 00 | \$ 2,895 77 | | \$ 1,256,719 00 |

Explanatory Remarks.

Stock of The Chesapeake and Ohio Railway Company of Kentucky was never issued, endorsement being made on the certificates of the subsidiary companies as to their equity in the consolidated company.

The stock and funded debt of The Chesapeake and Ohio Railway Company of Indiana owned by The Chesapeake and Ohio Railway Company is returned on pages 148 and 150, respectively, as the securities are pledged with the trustees under the first lien and improvement mortgage of the respondent. No cost on book value is shown, however, as the cost of the physical property of The Chesapeake and Ohio Railway Company of Indiana is included in the road and equipment accounts.

SECURITIES OWNED—STOCKS.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | UNPLEGDED | | DIVIDENDS DECLARED | |
|--|----------------------|-----------------------|---------------------|-----------------------|--------------------|--------------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Covington and Cincinnati El. Railroad and Transfer and Bridge Company..... | \$ 1,500,000 | \$ 146,987 00 | See note page 149 | | | |
| The Chesapeake and Ohio Railway Company of Indiana..... | 5,749,800 | | \$ 34,500 | \$ 34,500 00 | 4 | \$ 1,380 00 |
| Cincinnati Inter-Terminal Railroad Company..... | | | 400,000 | 150,000 00 | | |
| Kanawha Bridge and Terminal Company..... | | | 83,900 | 83,900 00 | | |
| Logan and Southern Railway Company..... | | | 30,000 | 30,000 00 | 4 | 1,200 00 |
| Lexington Union Station Company, preferred..... | 82,800 | 82,800 00 | 5,000 | 1 00 | | |
| Lexington Union Station Company, common..... | | | 475,000 | 118,750 00 | | |
| Louisville and Jeffersonville Bridge Company..... | | | 308,000 | 278,000 00 | | |
| Elkhorn and Beaver Valley Railway Company..... | | | 106,200 | 106,200 00 | | |
| Gauley and Meadow River Railroad Company..... | | | | | | |
| Railway companies—Inactive: | | | | | | |
| Coal River Railway..... | 100,000 | | | | | |
| Glen Jean, Lower Loup and Deepwater Railroad Company..... | 76,100 | | | | | |
| Greenbrier and New River Railway Company..... | 100,000 | | | | | |
| Guyandotte Valley Railway Company..... | 1,016,300 | | | | | |
| Raleigh and Southwestern Railway Company..... | 100,000 | | | | | |
| Virginia Air Line Railway Company, preferred..... | 100,000 | | | | | |
| Virginia Air Line Railway Company, common..... | 400,000 | 1 00 | | | | |
| The Chesapeake and Ohio Railway Company of Kentucky, via: Big Sandy Railway Company..... | 100,000 | | | | | |
| Covington Short Route Transfer Railway Company..... | 10,000 | | | | | |
| Elizabethtown, Lexington and Big Sandy Railroad Co. Kentucky and South Atlantic Railroad..... | 3,501,525 | | 2,300 | | | |
| Kintoneck and Freestone Railroad Company..... | 180,000 | | | | | |
| Mayville and Big Sandy Railway Company..... | 88,700 | | | | | |
| Mayville and Big Sandy Railroad Company..... | 7,478,700 | | 15,000 | | | |
| Ohio River and Charleston Railroad Company..... | 994,000 | | | | | |
| Other than railway companies—Active: | | | | | | |
| Norfolk Terminal and Transportation Company..... | 100,000 | 100,000 00 | | | 5 | 5,000 00 |
| The Chesapeake and Ohio Equipment Corporation..... | 1,370,000 | 1,370,000 00 | 18,500 | 18,500 00 | | |
| Total..... | \$ 22,066,925 | \$1,699,788 00 | \$ 1,478,400 | \$ 819,861 00 | | \$ 7,880 00 |

SECURITIES OWNED—STOCKS—CONTINUED.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEDGED | | UNPLEDGED | | DIVIDENDS DECLARED | |
|--|--------------------|-----------------------|--------------------|-----------------------|------------------------------|-----------------------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of companies not proprietary, affiliated, or controlled held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| The Hocking Valley Railway Company..... | \$ 8,825,000 00 | \$10,512,011 44 | \$ 800 00 | \$ 950 45 | 4 1/2% extra— 7% reg..... | \$ 397,161 00 617,806 00 |
| The Kanawha and Michigan Railway Company..... | 4,026,500 00 | 2,907,939 18 | 2,700 00 | 1,948 32 | 1% extra— 5% reg..... | 40,292 00 201,460 00 |
| Other than railway companies—Active: | | | | | | |
| Chesapeake Mineral Company..... | 10,000 00 | 10,000 00 | | | | |
| Total..... | \$12,861,500 00 | \$13,429,950 62 | \$ 3,500 00 | \$ 2,898 77 | | \$ 1,256,719 00 |

Explanatory Remarks.

Stock of The Chesapeake and Ohio Railway Company of Kentucky was never issued, endorsement being made on the certificates of the subsidiary companies as to their equity in the consolidated company.

The stock and funded debt of The Chesapeake and Ohio Railway Company of Indiana owned by The Chesapeake and Ohio Railway Company is returned on pages 148 and 150, respectively, as the securities are pledged with the trustee under the first lien and improvement mortgage of the respondent. No cost on book value is shown, however, as the cost of the physical property of The Chesapeake and Ohio Railway Company of Indiana is included in the road and equipment accounts.

SECURITIES OWNED—STOCKS.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | UNPLEGDED | | DIVIDENDS DECLARED | |
|---|----------------------|-----------------------|---------------------|-----------------------|--------------------|--------------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Covington and Cincinnati EL Railroad and Transfer and Bridge Company | \$ 1,500,000 | \$ 146,987 00 | See note page 149 | 34,500 00 | 4 | \$ 1,380 00 |
| The Chesapeake and Ohio Railway Company of Indiana | 5,748,800 | | \$ 400,000 | \$ 150,000 00 | | |
| Cincinnati Inter-Terminal Railroad Company, preferred | | | 83,900 | 83,900 00 | | |
| Kanawha Bridge and Terminal Company | | | 30,000 | 30,000 00 | 4 | 1,200 00 |
| Logan and Southern Railway Company | 82,800 | 52,800 00 | 5,000 | 1 00 | | |
| Lexington Union Station Company, preferred | | | 475,000 | 118,750 00 | | |
| Lexington Union Station Company, common | | | 308,000 | 278,000 00 | | |
| Louisville and Jeffersonville Bridge Company | | | 106,200 | 106,200 00 | | |
| Elkhorn and Beaver Valley Railroad Company | | | | | | |
| Gauley and Meadow River Railroad Company | | | | | | |
| Railway companies—Inactive: | | | | | | |
| Coal River Railway | 100,000 | | | | | |
| Glen Jean, Lower Loup and Deepwater Railroad Company | 78,100 | | | | | |
| Greenbrier and New River Railway Company | 100,000 | | | | | |
| Guyandotte Valley Railway Company | 1,016,800 | | | | | |
| Raleigh and Southwestern Railway Company | 100,000 | | | | | |
| Virginia Air Line Railway Company, preferred | 100,000 | | | | | |
| Virginia Air Line Railway Company, common | 400,000 | 1 00 | | | | |
| The Chesapeake and Ohio Railway Company of Kentucky, via: | | | | | | |
| Big Sandy Railway Company | 100,000 | | | | | |
| Covington Short Route Transfer Railway Company | 10,000 | | | | | |
| Elizabethtown, Lexington and Big Sandy Railroad Co. | 3,501,525 | | 2,300 | | | |
| Kentucky and South Atlantic Railroad | 150,000 | | | | | |
| Kinniconick and Freestone Railroad Company | 88,700 | | | | | |
| Maysville and Big Sandy Railway Company | 7,478,700 | | 15,000 | | | |
| Ohio River and Big Sandy Railroad Company | 994,000 | | | | | |
| Ohio River and Charleston Railroad Company | 50,000 | | | | | |
| Other than railway companies—Active: | | | | | | |
| Norfolk Terminal and Transportation Company | 100,000 | 100,000 00 | | | 5 | 5,000 00 |
| The Chesapeake and Ohio Equipment Corporation | 1,370,000 | 1,370,000 00 | 18,500 | 18,500 00 | | |
| Total | \$ 22,065,925 | \$1,699,788 00 | \$ 1,478,400 | \$ 819,851 00 | | \$ 7,580 00 |

SECURITIES OWNED—STOCKS—CONTINUED.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | UNPLEGDED | | DIVIDENDS DECLARED | |
|--|--------------------|-----------------------|--------------------|-----------------------|--------------------|-----------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of companies not proprietary, affiliated, or controlled held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| The Hocking Valley Railway Company..... | \$ 8,825,000 00 | \$10,512,011 44 | \$ 800 00 | \$ 950 45 | 4 1/2% extra— | \$ 397,161 00 |
| The Kanawha and Michigan Railway Company..... | 4,026,500 00 | 2,907,939 18 | 2,700 00 | 1,948 32 | 7% reg.— | 617,806 00 |
| Other than railway companies—Active: | | | | | 1% extra— | 40,392 00 |
| Chesapeake Mineral Company..... | 10,000 00 | 10,000 00 | | | 5% reg.— | 201,460 00 |
| Total..... | \$12,861,500 00 | \$13,429,950 62 | \$ 3,500 00 | \$ 2,898 77 | | \$ 1,256,719 00 |

Explanatory Remarks.

Stock of The Chesapeake and Ohio Railway Company of Kentucky was never issued, endorsement being made on the certificates of the subsidiary companies as to their equity in the consolidated company.

The stock and funded debt of The Chesapeake and Ohio Railway Company of Indiana owned by The Chesapeake and Ohio Railway Company is returned on pages 148 and 150, respectively, as the securities are pledged with the trustee under the first lien and improvement mortgage of the respondent. No cost on book value is shown, however, as the cost of the physical property of The Chesapeake and Ohio Railway Company of Indiana is included in the road and equipment accounts.

SECURITIES OWNED—FUNDED DEBT.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | UNPLEGDED | | INTEREST ACCRUED | |
|--|------------------------|------------------------|--------------------|-----------------------|------------------|--------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Funded debt of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company, first mortgage | \$ 3,500,000 | \$ 3,079,406 01 | | | | |
| The Chesapeake and Ohio of Indiana, first mortgage bonds | 6,589,000 | | | | | |
| The Chesapeake and Ohio of Indiana, notes | 983,508 28 | | | | | |
| Railway companies—Inactive: | | | | | | |
| Greenbrier and New River Railroad Company, first mortgage | 555,000 00 | 1 00 | | | | |
| Richmond and Alleghany Railway Company of Kentucky, via: The Chesapeake and Ohio Railroad and Big Sandy Railroad Company, first mortgage | 846,000 00 | | | | | |
| Elizabethtown, Lexington and Big Sandy Railroad Company, second mortgage | 3,282,000 00 | | | | | |
| Elizabethtown, Lexington and Big Sandy Railroad Company, debentures | 550,000 00 | | | | | |
| Kentucky and South Atlantic Railroad Company, first mortgage | 489,000 00 | | | | | |
| Kinncorrick and Freestone Railroad Company, first mortgage | 110,000 00 | 1 00 | | | | |
| Kinncorrick and Freestone Railroad Company, income | 100,000 00 | | | | | |
| Maysville and Big Sandy Railroad Company, first mortgage | 100,000 00 | | | | | |
| Ohio and Big Sandy Railroad Company, notes | 7,500,000 00 | | | | | |
| Ohio and Big Sandy Railroad Company, obligations | 56,800 00 | | | | | |
| Other than railway companies—Active: | 572,977 71 | | | | | |
| The Chesapeake and Ohio Equipment Corporation, notes | 9,782,000 00 | 9,778,243 30 | | | | |
| Total | \$35,026,283 99 | \$12,857,651 31 | | | | |
| Other than railway companies—Inactive: | | | | | | |
| City of Manchester, Va. | \$ 15,000 00 | \$ 1 00 | | | | |

SECURITIES OWNED—CONTINUED.

Marketable Securities—Stocks.

| NAME OF CORPORATION AND SECURITY | Par Value of Securities Owned | Cost or Book Value | DIVIDENDS DECLARED | |
|---|-------------------------------------|------------------------|--------------------|---------------------|
| | | | Rate | Amount |
| Railway companies—Active: | | | | |
| Hammond Belt Railway Company..... | \$ 75,000 00 | \$ 75,000 00 | | |
| Belt Railway of Chicago..... | 240,000 00 | 240,000 00 | 6m 1 dy 6 | \$ 7,240 00 |
| Levisa River Railroad Company..... | 50,000 00 | 50,000 00 | | |
| Lynchburg, Danville and Carolina Railway..... | 6,000 00 | 6,000 00 | | |
| Norfolk and Portsmouth Belt Railway... | 7,200 00 | 7,200 00 | 6 | 432 00 |
| The Levisa River Railroad Company... | 50,000 00 | 50,000 00 | | |
| Railway companies—Inactive: | | | | |
| The Chicago, Cincinnati and Louisville Coal River and Western..... | 265,900 00 1,004,000 00 | 1 00 | | |
| Other than Railway Companies—Active: | | | | |
| Alleghany Construction Company..... | 25,000 00 | 25,000 00 | 8 | 2,000 00 |
| First National Bank Building Corp..... | 180,000 00 | 180,000 00 | | |
| Glasgow and Newport News S. S. Co..... | 75,000 00 | 74,198 15 | | |
| Old Dominion Steamship Co..... | 120,000 00 | 150,000 00 | 6 | 7,200 00 |
| Richmond Washington Co..... | 445,000 00 | 445,000 00 | 4 | 17,800 00 |
| Silver Grove Land and Building Co..... | 200,000 00 | 200,000 00 | | |
| Sandy Land and Development Co..... | 10,000 00 | 9,000 00 | | |
| Western Pocahontas Corp..... | 250,000 00 | 250,000 00 | | |
| White Sulphur Springs, Inc..... | 1,498,200 00 | 1,498,200 00 | | |
| Chesapeake and Ohio Grain Elevator Co..... | 500,000 00 | | | |
| Jamestown Exposition Co..... | 18,228 50 | | | |
| Old Point Comfort Improvement Co..... | 18,600 00 | 1 00 | | |
| Virginia State Fair Association..... | 200 00 | | | |
| Seat Produce Exchange, New York, record..... | | | | |
| Total..... | \$ 5,088,326 50 | \$ 3,259,600 15 | | \$ 34,672 00 |

Marketable Securities—Funded Debt.

| NAME OF CORPORATION AND SECURITY | Par Value of Securities Owned | Cost or Book Value | INTEREST ACCRUED | |
|---|-------------------------------------|-----------------------|------------------|---------------------|
| | | | Rate | Amount |
| Railway Companies—Active: | | | | |
| Hammond Belt Railway..... | \$ 75,000 00 | \$ 75,000 00 | | |
| Railway Companies—Inactive: | | | | |
| The Chicago, Cincinnati and Louisville Railroad Company..... | 917,000 00 | 1 00 | | |
| Other than Railway Companies—Active: | | | | |
| Old Point Comfort Improvement Co..... | 12,400 00 | 12,400 00 | 2 | \$ 248 00 |
| Southern Improvement Co..... | 385,000 00 | 385,000 00 | 5 | 19,250 00 |
| Times Herald Corporation..... | 1,000 00 | 500 00 | 6 | 60 00 |
| Western Pocahontas Corporation Extn. first mortgage..... | 31,000 00 | 31,000 00 | 4½ | 1,395 00 |
| Chesapeake and Ohio Grain Elevator Company first mortgage..... | 10,000 00 | | | |
| Chesapeake and Ohio Grain Elevator Company income..... | 364,000 00 | 1 00 | | |
| Jamestown Exposition Company..... | 28,000 00 | | | |
| Rich Patch Iron and Ore Company..... | 10,000 00 | | | |
| Richmond Standard Steel Spike and Iron Company..... | 10,000 00 | | | |
| Total..... | \$1,843,406 00 | \$ 503,902 00 | | \$ 20,953 00 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | PAR VALUE | DIVIDENDS OR INTEREST |
|--|-----------------|--------------------------|
| STOCKS: | | |
| Stocks of respondent "in treasury" and "pledged as collateral"..... | \$ 11,000 00 | |
| Stocks of railway companies—Active..... | 22,067,400 00 | \$ 1,266,971 00 |
| Stocks of railway companies—Inactive..... | 15,551,525 00 | |
| Stocks of other than railway companies—Active..... | 4,838,726 00 | 32,000 00 |
| Total..... | \$42,458,651 00 | \$ 1,298,971 00 |
| FUNDED DEBT: | | |
| Funded debt of respondent "in treasury" and "pledged as collateral"..... | \$34,043,000 00 | |
| Funded debt of railway companies—Active..... | 11,157,508 00 | |
| Funded debt of railway companies—Inactive..... | 15,078,777 00 | |
| Funded debt of other than railway companies—Active..... | 10,633,400 00 | \$ 20,953 00 |
| Funded debt of other than railway companies—Inactive..... | 15,000 00 | |
| Total..... | \$70,927,685 00 | \$ 20,953 00 |

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission?—Yes.

| NAME OF CORPORATION | Name of Security Held | Par Value of Holdings | Name of Intermediary |
|---|---------------------------|-----------------------|--|
| The Cincinnati Inter-Terminal Railroad Company..... | Common capital stock..... | \$ 10,000 00 | The Covington and Cincinnati Elevated Railroad and Transfer and Bridge Co. |

SINKING AND OTHER FUNDS.

Income and Disbursements During the Year.

| NAME OF FUND | INCOME | | | | Disbursements |
|--|-----------------------------|---------------------------------|----------------------|--------------|---------------|
| | Cash Appropriations to Fund | Income to Fund from Investments | Other Income to Fund | Total | |
| Sinking and Redemption Funds: | | | | | |
| Virginia Air Line Railway Company sinking fund | \$ 1,350 00 | ----- | \$ 53 85 | \$ 1,403 85 | ----- |
| Insurance and Other Reserve Funds: | | | | | |
| Insurance reserve fund. | \$ 13,554 28 | \$ 90 00 | \$ 9 84 | \$ 13,654 12 | \$ 13,810 17 |
| Mortgage and construction fund..... | ----- | ----- | 2,207 96 | 2,207 96 | ----- |
| Total..... | \$ 13,554 28 | \$ 90 00 | \$ 2,217 80 | \$ 15,862 08 | \$ 13,810 17 |

SINKING AND OTHER FUNDS—CONTINUED.

Assets on June 30, 1913.

| NAME OF FUND AND SECURITY | SECURITIES IN FUND | | Cash in Fund | Total |
|---|--------------------|--------------------|--------------|--------------|
| | Par Value | Cost or Book Value | | |
| Sinking Fund: Virginia Air Line Railway Company, first mortgage bonds..... | \$ 27,000 00 | \$ 29,680 28 | \$ 8,718 89 | \$ 38,399 17 |
| Insurance and Other Reserve Funds: Insurance reserve fund..... | | | \$ 643 30 | |
| The Chesapeake and Ohio Railway Company, convertible 4½% bonds.... | \$ 8,000 00 | \$ 7,505 00 | | |
| Western Pocahtontas Corporation extra mortgage 1-4½% bonds..... | 2,000 00 | 1,740 00 | | |
| Total | \$ 10,000 00 | \$ 9,245 00 | \$ 643 30 | \$ 9,888 30 |

OPERATING RESERVES.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|---|----------------------------|-------------------------------|----------------------------------|----------------------------|
| Detouring cars around Guyan- dotte bridge..... | | \$ 9,293 86 | | \$ 9,293 86 |
| Rent of general office building..... | | 66,676 56 | \$ 63,000 00 | 3,676 56 |
| Rails..... | | 156,191 15 | 156,191 15 | |
| Equipment..... | | 431,087 76 | 431,087 76 | |
| Total | | \$ 663,219 33 | \$ 650,248 91 | \$ 12,970 42 |

RESERVES FROM INCOME OR SURPLUS.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|---|----------------------------|-------------------------------|----------------------------------|----------------------------|
| Invested in Sinking and Redemp- tion Funds: Big Sandy first mortgage..... | \$ 425 70 | | \$ 425 70 | |
| Coal River Railway first mort- gage..... | 67 50 | | 67 50 | |
| Greenbrier Railway first mort- gage..... | 17 81 | | 17 81 | |
| Virginia Air Line Railway first mortgage..... | | \$ 1,403 85 | | \$ 1,403 85 |
| Total | \$ 511 01 | \$ 1,403 85 | \$ 511 01 | \$ 1,403 85 |
| Invested in Other Reserve Funds: Insurance reserve funds..... | \$ 10,044 35 | \$ 13,654 12 | \$ 13,810 17 | \$ 9,888 30 |
| Mortgage and construction funds..... | | 2,207 96 | | 2,207 96 |
| Total | \$ 10,044 35 | \$ 15,862 08 | \$ 13,810 17 | \$ 12,096 26 |

Explanatory Remarks.

Under the terms of the Big Sandy Railway, Coal River Railway, Raleigh and Southwestern Railway and Greenbrier Railway Companies' mortgages (which properties have been merged with that of the respondent) approximately one per cent. (1%) of the outstanding mortgage bonds, November 1st of each year, shall be purchased and cancelled through means of sinking funds created out of earnings. This is accomplished direct by the respondent without making any contributions to the funds in actual cash. The bonds are purchased, cancelled and outstanding funded debt accordingly reduced.

ADVANCES TO PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES.

Advances for Construction, Equipment and Betterments.

| NAME OF COMPANY | AMOUNT |
|--|-------------|
| Elkhorn and Beaver Valley Railway Company..... | \$ 180 82 |
| Gauley and Meadow River Railroad Company..... | 1,753 80 |
| Logan and Southern Railway..... | 48 12 |
| Total..... | \$ 1,982 74 |

Temporary Advances for Various Purposes.

| NAME OF COMPANY | AMOUNT |
|--|--------------|
| The Chesapeake and Ohio equipment corporation..... | \$ 5,500 00 |
| Cincinnati Inter-Terminal Railroad Company..... | 167 71 |
| Cincinnati Union Station Company..... | 80,300 93 |
| Kanawha Bridge and Terminal Company..... | 23,000 00 |
| Total..... | \$ 88,868 64 |

SPECIAL DEPOSITS.

| DESIGNATION OF DEPOSIT AND DESCRIPTION OF SECURITY OR PROPERTY | Cash | Total |
|--|--------------|--------------|
| Central Trust Company, of New York, various mortgages accounts.. | \$ 46,295 03 | \$ 46,295 03 |

SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary or Outside Operations.

| DESIGNATION | Revenues | Expenses | Net Revenue or Deficit |
|-------------------------------------|---------------|---------------|------------------------|
| Ferry lines..... | \$ 97,057 18 | \$ 69,551 69 | \$ 27,505 49 |
| Harbor terminal transfers..... | 164,201 36 | 160,506 19 | 3,695 17 |
| Dining and special car service..... | 212,720 05 | 211,808 29 | 910 76 |
| Grain elevators..... | | 3,516 64 | def. 3,516 64 |
| Hotels and restaurants..... | 54,151 09 | 48,949 26 | 5,202 43 |
| Miscellaneous: | | | |
| Water power..... | 22,495 78 | 10,213 63 | 12,282 15 |
| Total..... | \$ 550,626 06 | \$ 504,546 70 | \$ 46,079 36 |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Revenues (or Income) | Net Income or Loss |
|-------------------|----------------------|--------------------|
| Rails loaned..... | \$ 4,227 65 | \$ 4,227 65 |

RENTS RECEIVABLE.

Joint Facility Rent Income.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|--------------------------------|------------------------------------|--|--------------|
| Tracks | | | |
| Main tracks..... | Netherland, Ky., to Lexington, Ky. | Lexington and Eastern Railway Co. | \$ 778 50 |
| Delivery tracks..... | Ashland, Ky. | Ashland Coal and Iron Railway | 252 00 |
| Belt line..... | Basie, Va. | Norfolk and Western Railway | 513 83 |
| Main track..... | White Oak Branch | Virginian Railway | 1,607 17 |
| Main track..... | Raleigh and Western Ry. | Virginian Railway | 4,431 37 |
| Joint tracks..... | Run Creek Branch | D. E. Hewitt Lumber Company | 2,900 00 |
| Joint tracks..... | Raleigh and Southwestern Railway | Raleigh Lumber Company | 576 97 |
| Other Facilities: | | | |
| Freight depot..... | Newport News, Va. | Clyde Line S. S. Co. | 52 47 |
| Depot, grounds and tracks..... | Newport, Ky. | Louisville and Nashville Railroad | 2,529 32 |
| Depot, grounds and tracks..... | Winchester, Ky. | Louisville and Nashville Railroad | 180 00 |
| Freight depot..... | Morehead, Ky. | Morehead and North Fork Railroad | 90 00 |
| Freight depot..... | Newport News, Va. | Merchants and Miners' Transportation Co. | 205 80 |
| Use of depot and track..... | Peru, Ind. | Union Traction Company of Indiana | 1,365 00 |
| Freight depot..... | Durbin, W. Va. | Western Maryland Railroad | 300 00 |
| Total..... | | | \$ 15,782 43 |

Income From Lease of Road.

| ROAD LEASED | LOCATION | NAME OF LESSEE | Amount |
|------------------|-----------------|------------------------|-----------|
| Branch line..... | Raleigh, W. Va. | Raleigh Lumber Company | \$ 800.00 |

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Expenses | Amount |
|---|---|--------------|--------------|--------------|
| Dwelling houses, warehouses, etc., States of Virginia, West Virginia, Kentucky, Ohio and Indiana..... | Numerous individuals and companies..... | \$ 62,498 32 | \$ 15,002 17 | \$ 47,496 15 |

MISCELLANEOUS INCOME.

| SOURCE OF INCOME | Amount |
|---|---------------|
| Collections of treasurer account of fees for issuing extra stock and registered bond certificates..... | \$ 502 00 |
| Amount received from Mutual Fire, Marine and Inland Insurance Company as divided on earned premiums..... | 734 46 |
| Accretions to working fund with Central Passenger Association..... | 106 38 |
| Chesapeake and Ohio proportion salvage from unclaimed checks, mileage exchange order bureau..... | 3 27 |
| Sale of old records..... | 222 86 |
| For pipe line extended under right of way..... | 260 00 |
| Cancellation of portion of bill v. Lynchburg Water Power Company (previously credited to this account)..... | Def. 1,421 87 |
| Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company..... | 213,085 64 |
| Chesapeake and Ohio Grain Elevator Company (surplus)..... | 17,493 45 |
| Total..... | \$ 230,966 19 |

Explanatory Remarks.

The income of the Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company is returned above under "Miscellaneous Income" instead of "Separately Operated Properties," as the respondent's right to said income lies in its ownership of all the bridge company's stock and mortgage bonds and not through any contract or agreement. The surplus of the Chesapeake and Ohio Grain Elevator Company is also returned above for a similar reason.

RENTS PAYABLE.

Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|---------------------------------|---|--|---------------|
| Tracks: | | | |
| Main tracks | Ashland to Denton, Ky. | Ashland Coal and Iron Railway | \$ 43,901 10 |
| Main tracks | Lexington and East Lexington, Va. | Baltimore and Ohio Railroad | 348 91 |
| Main tracks | H. Y. Tower, Ind., to Ind., Ill State line. | Chicago and Erie Railroad | 5,855 16 |
| Main tracks | Chicago, Illinois | Chicago and West Indiana Railroad | 35,809 83 |
| Main tracks | Cincinnati, Ohio | Cincinnati, Hamilton and Dayton Railroad | 43,248 94 |
| Main tracks | Charleston, W. Va. | Kanawha Bridge and Terminal Company | 43,150 00 |
| Main tracks | Charleston, W. Va. | Kanawha and Michigan Railway Co. | 5,400 00 |
| Main tracks | Lexington, Ky., to Louisville, Ky. | Louisville and Nashville Railroad | 129,047 88 |
| Main tracks | Loch Laird to Glasgow, Va. | Norfolk and Western Railway Co. | 6,088 19 |
| Main tracks | 2nd and Va. Ave., to S. E. Long Bridge, Washington, D. C. | Philadelphia, Baltimore and Washington Railroad | 2,993 77 |
| Main tracks | Orange, Va., to Alexandria, Va. | Southern Railway | 92,472 84 |
| Main tracks | Cincinnati, Ohio | C. C. C. & St. L. Railway | 15,801 20 |
| Yards and Terminals: | | | |
| Yard tracks | La Crosse, Ind. | Pere Marquette Railroad | 106 50 |
| Yard tracks | Griffith, Ind. | Michigan Central Railroad | 28 00 |
| Yard tracks | Lexington, Ky. | Louisville and Nashville Railroad | 187 30 |
| Yard tracks | Chicago, Ill. | Elgin, Joliet and Eastern Railroad | 221 04 |
| Depot and yard tracks | Chicago, Ill. | Chicago and Alton Railway | 16,461 32 |
| Depot and yard tracks | Washington, D. C. | Washington Terminal Company | 32,815 52 |
| Freight depot, yards and bridge | Louisville, Ky. | Louisville and Jeffersonville Bridge Co. | 28,735 08 |
| Bridge, depot, tracks, etc. | Covington, Ky., to Cincinnati, O. | Covington, and Cincinnati Elevated R. R. and Trans. and Bridge Co. | 227,455 45 |
| Yard tracks | Potomac Yards, Va. | Washington Southern Railway | 9,632 94 |
| Other Facilities: | | | |
| Passenger station and tracks | Alexandria, Va. | Washington Southern Railway | 4,435 17 |
| Passenger station | Lynchburg, Va. | Norfolk and Western Railway | 1,154 25 |
| Passenger and Freight station | Kenova, W. Va. | Norfolk and Western Railway | 629 10 |
| Passenger station | Charlottesville, Va. | Southern Railway | 90 00 |
| Passenger station | Cincinnati, Ohio | Central Union Depot and Railway Co. | 15,450 00 |
| Station tracks, etc. | Griffith, Ind. | Chicago and Erie Railroad | 451 35 |
| Interlocker | Hammond, Ind. | Chicago, Indianapolis and Louisville Railroad | 31 43 |
| Passenger station, etc. | Louisville, Ky. | Illinois Central Railroad | 7,381 40 |
| Passenger station, etc. | Lexington, Ky. | Lexington Union Station Co. | 8,700 00 |
| Depot grounds | Newport, Ky. | Louisville and Nashville Railroad | 530 72 |
| Freight station | Covington, Ky. | Louisville and Nashville Railroad | 1,043 70 |
| Total | | | \$ 779,576 09 |

RENTS PAYABLE—CONTINUED.

Deductions for Lease of Other Roads.

| ROAD LEASED | Cash | Total |
|---|--------------|--------------|
| Island Creek Railroad, Logan, W. Va., to Halden, W. Va..... | \$ 18,794 29 | \$ 18,794 29 |
| Norfolk Terminal and Transportation Co., Terminals at Norfolk, Va..... | 30,000 00 | 30,000 00 |
| Keeney's Creek Railway, Nuttall to Lookout, W. Va..... | 2,140 39 | 2,140 39 |
| Southern Railway, Gordonsville, to Orange, Va..... | 6,000 00 | 6,000 00 |
| Piney River and Paint Creek Railroad, Berkley Junction to Prosperity, W. Va..... | 4,725 00 | 4,725 00 |
| White Oak Railway, Carlisle, W. Va., to Lochgelly, W. Va., and Price Hill Junction, to Price Hill, W. Va..... | 8,082 97 | 8,082 97 |
| Total..... | \$ 60,742 65 | \$ 60,742 65 |

Miscellaneous Rent Deductions.

| Description of Property | LOCATION | NAME OF LESSOR | Amount |
|--|--|-----------------------------------|--------------|
| Land for coal terminals..... | Cincinnati, Ohio..... | Sundry individuals..... | \$ 11,249 92 |
| Yard property..... | Cincinnati, Ohio..... | Sundry individuals..... | 50 00 |
| Yard and shop property..... | Covington, Ky..... | Sundry individuals..... | 28,677 66 |
| Yard property..... | Ashland, Ky..... | Ashland Coal and Iron Ry. | 230 00 |
| Tow boat and barge..... | Ashland, Ky..... | Kanawha and Ohio Transfer Co..... | 12,645 00 |
| Yard property..... | Russell, Ky..... | Sundry individuals..... | 1,650 00 |
| Yard property..... | Maysville, Ky..... | Sundry individuals..... | 316 31 |
| Yard property..... | Newport, Ky..... | Sundry individuals..... | 1,505 00 |
| Right of way for telegraph lines..... | On Big Sandy Dist., Ky.. | Sundry individuals..... | 35 41 |
| Ground rent..... | Cass Altman, W. Va..... | Sundry individuals..... | 41 25 |
| Ferry landing, wharf property, depot, tracks and grounds.. | Various points, State of Virginia..... | ..... | 814 48 |
| Total..... | ..... | ..... | \$ 57,315 03 |

HIRE OF EQUIPMENT.

Equipment Leased.

| KIND OF EQUIPMENT | NAME OF LESSEE | Number of Units | Amount |
|----------------------------------|-------------------------------------|-----------------|--------------|
| RENTS ACCRUED RECEIVABLE: | | | |
| Passenger cars..... | Sundry railway companies..... | | \$ 1,684 17 |
| Work cars..... | Sundry railways and industries..... | | 3,028 24 |
| Freight locomotives..... | Sundry railways and industries..... | | 11,948 13 |
| Passenger locomotives..... | Sundry railways and industries..... | | 253 75 |
| Work locomotives..... | Sundry railways and industries..... | | 258 80 |
| Total..... | | | \$ 17,167 59 |

| KIND OF EQUIPMENT | NAME OF LESSOR | Number of Units | Amount |
|-------------------------------|-------------------------------------|-----------------|--------------|
| RENTS ACCRUED PAYABLE: | | | |
| Freight cars..... | Swift & Company..... | 31,478 | \$ 31,478 00 |
| Freight cars..... | Arms Palace Horse Car Co..... | 10 | 32 00 |
| Passenger cars..... | Sundry railways..... | | 2,555 78 |
| Work cars..... | Sundry railways and industries..... | | 4,992 04 |
| Freight locomotives..... | Sundry railways and industries..... | | 14,713 91 |
| Work locomotives..... | Sundry railways and industries..... | | 4,431 52 |
| Passenger locomotives..... | Sundry railways..... | | 2,718 79 |
| Total..... | | | \$ 60,917 04 |

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|--------------------------------|--------------------------------------|--------------------------------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCURED ON EQUIPMENT BORROWED: | | | | | |
| Passenger-train cars..... | | | 397,877 | 1½c, 2c, 3c, 4c, 5c..... | \$ 16,291 66 |
| Freight-train cars..... | 4,883 967 | Sundry and numer- ous | | | 1,938,098 12 |
| Total..... | | | | | \$1,954,389 78 |
| ACCURED ON EQUIPMENT LOANED: | | | | | |
| Passenger-train cars..... | | | 346,751 | 1½c, 2c, 3c, 4c, 5c..... | \$ 13,849 66 |
| Freight-train cars..... | 18,109,646 | Sundry and numer- ous | | | 2,767,165 20 |
| Total..... | | | | | \$2,781,014 86 |

HIRE OF EQUIPMENT—CONTINUED.
Statement of Mileage made by Private Cars on Line of Respondent during the year ending June 30, 1913.

| NAME OF PRIVATE LINE | Kind of car | TOTAL MILEAGE | | MILEAGE FOR WHICH RESPONDENT PAID PRIVATE CAR LINE | | | |
|-------------------------------------|-------------|---------------|---------|--|---------|---------------|--------------|
| | | Loaded | Empty | Loaded | Empty | Rate Per Mile | Amount |
| | | | | | | | |
| Armour Car Lines..... | Bor | 1,268,194 | 432,064 | 1,268,194 | 432,064 | .01 | \$ 13,654.48 |
| American Ref. Transit Co..... | Ref. Tank. | 73,695 | 25,472 | 73,695 | 25,472 | 3-5-3-4 | 771.48 |
| Arma Palace H. C. Co..... | Ref. | 19,112 | 33,433 | 19,112 | 33,433 | 3-4-.01 | 177.08 |
| American Cotton Oil Co..... | Stock | 19,549 | 18,549 | 37,701 | 18,549 | 3-5 | 452.32 |
| Atlantic Seaboard Desp..... | Tank | 37,471 | 13,556 | 37,471 | 13,556 | 3-4-.01 | 354.76 |
| American Lumber Co..... | Ref. Tank | 38,084 | 13,360 | 38,084 | 13,360 | 3-4-.01 | 368.41 |
| American Tank Line..... | Ref. Tank | 3,871 | 2,352 | 3,871 | 2,352 | 3-4 | 45.92 |
| American Extract Co..... | Tank | 1,440 | 1,440 | 1,440 | 1,440 | 3-4 | 12.01 |
| American Live Stock Company..... | Stock | 1,965 | 1,701 | 1,965 | 1,701 | 3-5 | 15.90 |
| Atlas Car Company..... | Tank | 4,898 | 1,877 | 4,898 | 1,877 | 3-4 | 40.20 |
| Bessemer Steel Co..... | Tank | 11,624 | 5,803 | 11,624 | 5,803 | 3-4 | 130.70 |
| Buena Vista Extract Co..... | Tank | 10,983 | 9,124 | 10,983 | 9,124 | 3-4 | 12.31 |
| Barrett Manufacturing Co..... | Tank | 10,487 | 9,140 | 10,487 | 9,140 | 3-4 | 144.14 |
| Bonham C. W. M. Co..... | Coal | 789 | 789 | 789 | 789 | 3-5 | 5.56 |
| Barber Asphalt Paving Co..... | Tank | 4,691 | 1,423 | 4,691 | 1,423 | 3-5 | 9.46 |
| Chicago N. Y. and Boston, R. L..... | Ref. | 27,510 | 1,959 | 27,510 | 1,959 | 3-4-.01 | 45.84 |
| Cleveland Prov. Co..... | Ref. | 124,043 | 79,617 | 124,043 | 79,617 | 3-4-.01 | 231.93 |
| Cold Blast Trans. Co..... | Ref. | 8,065 | 1,239 | 8,065 | 1,239 | 3-4-.01 | 1,634.18 |
| Prescott Tank Line..... | Tank | 265,490 | 143,228 | 265,490 | 143,228 | 3-4-.01 | 70.03 |
| Cuddehly Mill Ref. Line..... | Tank | 3,096 | 3,096 | 3,096 | 3,096 | 3-4 | 3,240.87 |
| Cedar Rapids Ref. Line..... | Ref. | 105,555 | 64,735 | 105,555 | 64,735 | 3-4-.01 | 29.50 |
| Cincinnati Ref. Ex..... | Ref. | 40,164 | 24,915 | 40,164 | 24,915 | 3-4-.01 | 1,417.31 |
| Central Fruit Desp..... | Ref. | 7,804 | 2,940 | 7,804 | 2,940 | 3-4-.01 | 518.69 |
| Chaffield Manufacturing Co..... | Ref. | 7,197 | 2,678 | 7,197 | 2,678 | 3-4 | 89.38 |
| Car Asen. Ref. Line..... | Tank | 117,559 | 31,381 | 117,559 | 31,381 | 3-4-.01 | 74.06 |
| Craig Oil Co..... | Ref. | 1,533 | 764 | 1,533 | 764 | 3-4 | 1,173.09 |
| Chicago Stock Ex..... | Tank | 9,544 | 678 | 9,544 | 678 | 3-4 | 76.67 |
| Cherokee Tanning Extract Co..... | Stock | 544 | 20 | 544 | 20 | 3-4 | 6.82 |
| Calumet Hecla Min. Co..... | Tank | 465 | 465 | 465 | 465 | 3-4 | 3.97 |
| Crystal Oil Ref. Co..... | Ore | 1,281 | 883 | 1,281 | 883 | 3-5 | 7.15 |
| Central Commercial Co..... | Tank | 789 | 12 | 789 | 12 | 3-4 | 13.98 |
| Central Iron Steel Co..... | Tank | 386 | 386 | 386 | 386 | 3-5 | 6.01 |
| Central Ref. Co..... | Ore | 521 | 215 | 521 | 215 | 3-4 | 5.78 |
| Chilhowie Extract Co..... | Tank | 1,403 | 1,403 | 1,403 | 1,403 | 3-5 | 4.42 |
| Dairy Shippers Desp..... | Ref. | 244 | 75 | 244 | 75 | 3-4 | 23.79 |
| | | 12,833 | 75 | 12,833 | 75 | 3-4-.01 | 101.12 |

| | | | | | | | |
|-----------------------------------|------------|-----------|-----------|-----------|-----------|---------|------------|
| David Stock Car Co. | Stock | 9,803 | 1,238 | 9,803 | 1,238 | 3-5 | 66 16 |
| Dodd Jacob Packing Co. | Ref. | 2,784 | 1,361 | 2,784 | 1,361 | 3-4 | 31 08 |
| Edgell Cotton Oil Co. | Tank | 1,817 | 1,087 | 1,817 | 1,087 | 3-4 | 21 40 |
| Eastern Live Stock Exchange. | Stock | 1,947 | 940 | 1,947 | 940 | 3-5 | 5 69 |
| Fooke's Sons, Wm. Co. | Ref. | 606 | 383 | 606 | 383 | 3-4 | 7 42 |
| Freeco Ref. Line. | Ref. | 50,790 | 22,324 | 50,790 | 22,324 | 3-01 | 580 08 |
| German American Car Lines. | Tank | 53,730 | 32,662 | 53,730 | 32,662 | 3-4 | 663 16 |
| Georgetown Chemical Works. | Tank | 14,269 | 8,999 | 14,269 | 8,999 | 3-4 | 174 52 |
| Gardner Extinct Co. | Tank | 53,065 | 12,643 | 53,065 | 12,643 | 3-4 | 402 36 |
| Garrett Wine Co. | Tank | 1,872 | 444 | 1,872 | 444 | 3-4 | 17 30 |
| General Roofing Manufacturing Co. | Tank | 1,478 | 258 | 1,478 | 258 | 3-01 | 14 81 |
| Golden Eagle Ref. Line. | Tank | 26,688 | 20,677 | 26,688 | 20,677 | 3-4 | 357 49 |
| Globe Soap Co. | Tank | 506 | 206 | 506 | 206 | 3-4 | 9 09 |
| Heald, J. H. Co. | Ref. | 2,780 | 2,118 | 2,780 | 2,118 | 3-01 | 49 84 |
| Hetins, H. J. | Ref. | 125,616 | 92,022 | 125,616 | 92,022 | 3-4 | 1 19 |
| High Grade Oil Ref. Co. | Tank | 876 | 876 | 876 | 876 | 3-01 | 1,632 28 |
| Indian Refining Co. | Ref. | 4,540 | 3,304 | 4,540 | 3,304 | 3-5 | 47 05 |
| Indianapolis Abattoir Co. | Stock | 3,400 | 3,400 | 3,400 | 3,400 | 3-4 | 3 04 |
| Interstate Stock Ex. | Tank | 3,400 | 3,400 | 3,400 | 3,400 | 3-4 | 52 92 |
| Island Petroleum Co. | Tank | 1,953 | 1,953 | 1,953 | 1,953 | 3-4 | 3 58 |
| Illinois Zinc Co. | Coal | 1,128 | 475 | 1,128 | 475 | 3-4 | 23 55 |
| Independent Ref. Co. | Ref. | 448,764 | 257,052 | 448,764 | 257,052 | 3-4 01 | 12 02 |
| Jackson Coal Coke Co. | Ref. | 2,733 | 2,000 | 2,733 | 2,000 | 3-4 | 5,207 08 |
| Jap Rose Tank Line. | Tank | 615 | 266 | 615 | 266 | 3-5 | 35 49 |
| Kentucky Refining Co. | Coal | 6,771 | 566 | 6,771 | 566 | 3-5 | 5 29 |
| Lape, F. W. | Hay | 8,664 | 5,879 | 8,664 | 5,879 | 3-4 | 44 03 |
| Louisville C. O. Co. | Tank | 11,395 | 4,304 | 11,395 | 4,304 | 3-4 | 109 07 |
| Lobby, McNeil & Libby | Ref. | 1,015 | 904 | 1,015 | 904 | 3-4 01 | 133 79 |
| Lemaie Carriers Co. | Poultry | 290 | 290 | 290 | 290 | 3-4 | 14 40 |
| Lemp Ref. Line. | Ref. | 305 | 305 | 305 | 305 | 3-4 | 2 17 |
| Laokawanna Live Stock Co. | Stock | 477 | 477 | 477 | 477 | 3-5 | 4 22 |
| Leader Oil Co. | Tank | 3,717 | 1,028 | 3,717 | 1,028 | 3-4 | 8 35 |
| Live Poultry Trans. Co | Poultry | 29,719 | 29,719 | 29,719 | 29,719 | 3-4 | 33 59 |
| Merchants Deep. Trans. Co | Ref. | 229,660 | 10,828 | 229,660 | 10,828 | 3-4 01 | 2,019 48 |
| Mhl. Ref. Trans. and C. Co. | Ref. | 5,618 | 87,107 | 5,618 | 87,107 | 3-4 01 | 1,984 19 |
| Missouri River Deep. | Ref. | 395,847 | 54,306 | 395,847 | 54,306 | 3-4 01 | 1,740 81 |
| Morris Ref. Line. | Ref. | 68,051 | 11,291 | 68,051 | 11,291 | 3-4 01 | 3,564 58 |
| Mather P. and S. C. Co. | Stock-Ref. | 526 | 526 | 526 | 526 | 3-5 3-4 | 489 34 |
| Mineral P. W. Co. | Tank | 3,318 | 290 | 3,318 | 290 | 3-4 | 3 95 |
| Monoslin, W. W. Co. | Box | 1,024 | 512 | 1,024 | 512 | 3-5 | 22 07 |
| Matheson Alkali Works | Tank | 3,361 | 1,371 | 3,361 | 1,371 | 3-4 | 11 52 |
| Morell, Jno. & Co. | Ref. | 5,489 | 2,777 | 5,489 | 2,777 | 3-4 | 39 11 |
| McClinck & Co. | Tank | 406 | 445 | 406 | 445 | 3-4 | 61 99 |
| Morton Greason. | Tank | 731 | 426 | 731 | 426 | 3-4 | 6 39 |
| Morris Kent & Co. | Tank | 33,449 | 5,773 | 33,449 | 5,773 | 3-4 | 8 68 |
| National Car Line | Ref. | 1,926 | 200 | 1,926 | 200 | 3-4 01 | 307 48 |
| Northern Tank Line | Tank | 8,736,085 | 3,718,181 | 8,736,085 | 3,718,181 | 3-4 | 15 95 |
| N. R. & P. C. C. Co. | Coal | 3,640 | 3,640 | 3,640 | 3,640 | 3-5 | 104,725 58 |
| New Louisville Packing Co. | Ref. | 3,640 | 3,640 | 3,640 | 3,640 | 3-4 | 27 30 |

HIRE OF EQUIPMENT—CONTINUED.

| NAME OF PRIVATE LINE | Kind of Car | TOTAL MILEAGE | | MILEAGE FOR WHICH RESPONDENT PAID PRIVATE CAR LINE | | | |
|----------------------------------|-------------|---------------|---------|--|---------|---------------|-----------|
| | | Loaded | Empty | Loaded | Empty | Rate Per Mile | Amount |
| | | | | | | | |
| Cemulgee Refining Co. | Tank | 1,501 | 1,248 | 1,501 | 1,248 | 3-4 | \$ 20 62 |
| Pacific Fruit Ex. | Ref. | 76,794 | 59,196 | 75,794 | 59,196 | 3-4 .01 | 1,062 94 |
| Portner Brewing Co. | Ref. | 15,302 | 887 | 15,302 | 887 | 3-4 | 121 19 |
| Proctor & Gamble | Tank | 714 | 149 | 714 | 149 | 3-4 | 6 47 |
| Peerless Transit Line | Tank | 647 | | 647 | | 3-4 | 4 85 |
| Penna. Tank Car Line | Tank | 6,169 | 4,949 | 6,169 | 4,949 | 3-4 | 83 40 |
| Pittsburg Ref. Co. | Coal | 6,352 | 4,104 | 6,352 | 4,104 | 3-5 | 63 74 |
| Pittsburg Oil Ref. Co. | Tank | 155 | 155 | 155 | 155 | 3-4 | 2 32 |
| Portsmouth C. O. Ref. Co. | Tank | 1,205 | 482 | 1,205 | 482 | 3-4 | 12 66 |
| Pensacola Tar and Turpentine Co. | Tank | 102 | 102 | | 102 | 3-4 | 77 |
| Reynolds, F. S. Gunno Co. | Tank | 72 | | 72 | | 3-4 | 54 |
| Ref. Trans. Co. | Ref. | 1,463 | 1,350 | 1,463 | 1,350 | 3-4 .01 | 23 83 |
| Rumely M. Co. | Tank | 1,040 | | 1,040 | | 3-4 | 7 80 |
| Rumely, W. J. | Coke | 362 | 899 | 362 | 899 | 3-5 | 7 03 |
| St. Louis Ref. C. Co. | Ref. | 904,324 | 204,857 | 904,324 | 204,857 | 3-4 .01 | 8,322 68 |
| Swift Ref. Ind. Desp. | Ref. | 91,723 | 42,545 | 91,723 | 42,545 | 3-4 .01 | 1,066 25 |
| St. Louis Tank Pkg. Co. | Ref. | 913,086 | 457,227 | 913,086 | 457,227 | 3-4 .01 | 10,887 36 |
| St. Louis W. S. Car Line | Ref. | 2,015 | 2,295 | 2,015 | 2,295 | 3-4 .01 | 33 60 |
| Streets, W. S. Car Co. | Stock | 42,259 | 37,006 | 42,259 | 37,006 | 3-5 | 475 58 |
| Shippard Ref. Co. | Ref. | 139 | 139 | 139 | 139 | 3-4 | 2 09 |
| Shinnick, F. S. Co. | Ref. | 2,850 | 1,188 | 2,850 | 1,188 | 3-4 | 30 29 |
| Southern Extract Co. | Tank | 33,980 | 26,108 | 33,980 | 26,108 | 3-4 | 450 66 |
| Southern Tank Line | Tank | 503 | 468 | 503 | 468 | 3-4 | 7 23 |
| Seaboard Ref. Co. | Tank | 257 | 257 | 257 | 257 | 3-4 | 3 86 |
| Solvay Process Co. | Tank | 1,364 | 677 | 1,364 | 677 | 3-4 .01 | 16 18 |
| Tanners and Dyes Extract Co. | Ref. | 9,436 | 8,340 | 9,436 | 8,340 | 3-4 .01 | 136 94 |
| The Texas Co. | Tank | 663 | | 663 | | 3-4 | 4 97 |
| U. R. T. Co. Wis. | Tank | 40,061 | 33,641 | 40,061 | 33,641 | 3-4 | 554 27 |
| United Coal Co. | Ref. | 33,604 | 24,819 | 33,604 | 24,819 | 3-4 | 438 16 |
| Union Tank Line | Coal | 315,564 | 135,994 | 315,564 | 135,994 | 3-4 .01 | 3,861 62 |
| U. S. Equipment Co. | Tank | 8,735 | 6,735 | 8,735 | 6,735 | 3-5 | 89 65 |
| Venice T. Co. | Tank | 239,353 | 183,525 | 239,353 | 183,525 | 3-4 | 3,174 05 |
| Western Heater Deep | Ref. | 1,040 | 417 | 1,040 | 417 | 3-5 | 6 24 |
| White City Ref. Deep | Ref. | 63,280 | 26,511 | 63,280 | 26,511 | 3-4 .01 | 10 11 |
| Western Pkg. Co. Deep | Stock | 140,424 | 131,819 | 140,424 | 131,819 | 3-5 | 704 61 |
| Westmoreland Coal Co. | Ref. | 116,461 | 88,550 | 116,461 | 88,550 | 3-4 .01 | 1,682 93 |
| Winkler, Isaac Bros. | Coal | 1,065 | 851 | 1,065 | 851 | 3-4 .01 | 1,678 22 |
| | Ref. | 4,326 | 1,651 | 4,326 | 1,651 | 3-5 | 15 57 |
| | | | | | | 3-4 | 4 23 |
| | | | | | | 3-4 | 44 81 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| | | | | | | | |
|-----------------------------------|------|------------|------------|-------|-------|---------|---------------|
| Washington C. & C. Co. | Coal | 517 | 386 | 517 | 386 | 3-3 | 5 41 |
| Wood Products Co. | Tank | 5,076 | 2,383 | 5,076 | 2,383 | 3-4 | 66 08 |
| Western Ref. Deep. | Ref. | 931 | 931 | 931 | 931 | 3-4 .01 | 16 22 |
| Zelmar Bros. Pkg. Co. | Ref. | 6,139 | 4,383 | 6,139 | 4,383 | 3-4 .01 | 80 24 |
| Detroit Ref. Express | Ref. | 2,839 | | 2,839 | | 3-4 .01 | 22 58 |
| Decker Fresh M. Ex. | Ref. | 2,611 | | 2,611 | | 3-4 | 18 83 |
| Michigan Chemical Co. | Tank | 6,173 | 1,408 | 6,173 | 1,408 | 3-4 | 56 86 |
| Vinton Colliery Co. | Coal | 168 | 168 | 168 | 168 | 3-5 | 2 01 |
| Zehner Bros. Pkg. Co. | Ref. | 720 | | 720 | | .01 | 7 20 |
| <i>Less Sundry Cancellations.</i> | | | | | | | |
| Chicago and Ohio Coal Co. | Coal | 1,314 | | 1,314 | | 3-5 | \$ 7 88 |
| Hymen Pickle Co. | Ref. | 1,169 | | 1,169 | | 3-4 .01 | 9 50 |
| Jap Rose Tank Line | Tank | 1,080 | 1,242 | 1,080 | 1,242 | 3-4 | 17 40 |
| Southern Cotton Oil Co. | Tank | 73 | 211 | 73 | 211 | 3-4 | 2 12 |
| Swift & Co. | Ref. | 2,436 | | 2,436 | | .01 | 24 36 |
| Total | | 6,071 | 1,453 | 6,071 | 1,453 | | \$ 61 26 |
| Grand total | | 15,975,964 | 11,709,455 | | | | \$ 184,135.19 |

ACCOUNT

| | Amount Receivable | Amount Payable |
|---------------------------------------|-------------------|-----------------|
| Equipment leased | \$ 17,167 59 | \$ 60,917 04 |
| Equipment interchanged | 2,781,014 86 | 1,954,389 78 |
| Private cars | | 184,135 19 |
| Total | \$ 2,798,182 45 | \$ 2,199,442 01 |
| Balance, as shown in income statement | | 598,740 44 |

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX | | SPECIFIC TAX | | Internal Revenue U. S. Govern- ment | TOTAL |
|--------------------------------|--|--|---|--|---|----------------|
| | On the Value of Real and Personal Property | On the Value of Stocks or Bonds, or on Valuation Based on Earn- ings, Dividends, or other Results of Operation | On Stocks, Bonds, Loans, etc. | On Gross or Net Earn- ings, Rev- enue or Dividends | | |
| State of Virginia..... | \$368,223 90 | ----- | \$ 50 00 | \$ 116,726 10 | ----- | \$ 485,000 00 |
| West Virginia..... | 297,801 15 | ----- | ----- | ----- | ----- | 297,801 15 |
| Kentucky..... | 80,667 52 | \$ 384,330 48 | ----- | ----- | ----- | 464,988 00 |
| Ohio..... | 8,435 44 | ----- | ----- | 842 56 | ----- | 9,278 00 |
| Indiana..... | 45,000 00 | ----- | ----- | ----- | ----- | 45,000 00 |
| Illinois..... | 575 00 | ----- | ----- | ----- | ----- | 575 00 |
| District of Col- umbia..... | 13 89 | ----- | ----- | ----- | ----- | 13 89 |
| U. S. Government | ----- | ----- | ----- | ----- | \$73,196 85 | 73,196 85 |
| Total..... | \$800,716 90 | \$ 384,330 48 | \$ 50 00 | \$ 117,568 66 | \$73,196 85 | \$1,375,862 89 |

IMPORTANT CHANGES DURING THE YEAR.

| | | | |
|---|-----------------|---------------|--|
| All extensions of road put in operation: | | | |
| Extension Marsh Fork and Little Marsh Fork Branch..... | ----- | 3.3 miles | |
| Extension Spruce Fork Extension Coal River Branch..... | ----- | 8.6 miles | |
| Extension Run Creek Branch..... | ----- | 6.6 miles | |
| | | 18.5 miles | |
| All new stocks issued: | | | |
| January 13, 1913, 2,400 shares stock of The Chesapeake and Ohio Railway Company of Indiana issued..... | ----- | \$ 240,000 00 | |
| June 23, 1913, 3,773 shares of stock of The Chesapeake and Ohio Railway Company of Indiana issued..... | ----- | 377,300 00 | |
| | | \$ 617,300 00 | |
| All new funded debt issued: | | | |
| July 12, 1912, Virginia Air Line Railway first mortgage bonds assumed..... | ----- | 900,000 00 | |
| July 22, 1912, first lien and improvement mortgage bonds..... | \$ 1,073,000 00 | | |
| August 30, 1912, first lien and improvement mortgage bonds..... | 608,000 00 | | |
| September 23, 1912, first lien and improvement mortgage bonds..... | 540,000 00 | | |
| October 28, 1912, first lien and improvement mortgage bonds..... | 1,148,000 00 | | |
| December 30, 1912, first lien and improvement mortgage bonds..... | 2,657,000 00 | | |
| January 10, 1913, first lien and improvement mortgage bonds..... | 686,000 00 | | |
| January 17, 1913, first lien and improvement mortgage bonds..... | 535,000 00 | | |
| January 31, 1913, first lien and improvement mortgage bonds..... | 1,011,000 00 | | |
| March 31, 1913, first lien and improvement mortgage bonds..... | 919,000 00 | | |
| June 24, 1913, first lien and improvement mortgage bonds..... | 407,000 00 | | |
| June 26, 1913, first lien and improvement mortgage bonds..... | 778,000 00 | | |
| | | 10,362,000 00 | |
| May 7, 1913, Big Sandy Railway Company..... | ----- | 171,000 00 | |
| April 9, 1913, Coal River Railway Company..... | \$ 171,000 00 | | |
| April 18, 1913, Coal River Railway Company..... | 274,000 00 | | |
| | | 445,000 00 | |
| July 22, 1912, secured gold notes 4½%..... | \$ 1,000,000 00 | | |
| August 30, 1912, secured gold notes 4½%..... | 500,000 00 | | |
| September 23, 1912, secured gold notes 4½%..... | 546,000 00 | | |
| October 28, 1912, secured gold notes 4½%..... | 1,000,000 00 | | |
| December 30, 1912, secured gold notes 4½%..... | 500,000 00 | | |
| January 10, 1913, secured gold notes 4½%..... | 500,000 00 | | |
| January 16, 1913, secured gold notes 4½%..... | 500,000 00 | | |
| February 1, 1913, secured gold notes 4½%..... | 954,000 00 | | |
| | | 5,500,000 00 | |

IMPORTANT CHANGES DURING THE YEAR—CONTINUED.

| | | | |
|---|--|------------------------|---------------|
| June | 30, 1913, secured gold notes 5%..... | \$ 3,500,000 00 | |
| June | 30, 1913, The Chesapeake and Ohio of Indiana first mortgage bonds..... | 381,000 00 | |
| | | <u>\$21,250,000 00</u> | |
| All changes in the respondent's holdings of stocks and funded debt: | | | |
| Stocks acquired: | | | |
| November | 20, 1912, Elizabethtown, Lexington and Big Sandy Railway Company..... | \$ 300 00 | |
| March | 17, 1913, Elizabethtown, Lexington and Big Sandy Railway Company..... | 100 00 | |
| April | 19, 1913, Elizabethtown, Lexington and Big Sandy Railway Company..... | 600 00 | |
| June | 2, 1913, Elizabethtown, Lexington and Big Sandy Railway Company..... | 200 00 | |
| June | 30, 1913, Elizabethtown, Lexington and Big Sandy Railway Company..... | 300 00 | 1,500 00 |
| January | 13, 1913, The Chesapeake and Ohio Railway Company of Indiana..... | \$ 240,000 00 | |
| June | 23, 1913, The Chesapeake and Ohio Railway Company of Indiana..... | 377,300 00 | 617,300 00 |
| April | 28, 1913, Elkhorn and Beaver Valley Railway..... | \$ 130,000 00 | |
| June | 30, 1913, Elkhorn and Beaver Valley Railway..... | 178,000 00 | 308,000 00 |
| May | 23, 1913, Gauley and Meadow River Railroad..... | \$ 82,200 00 | |
| June | 30, 1913, Gauley and Meadow River Railroad..... | 24,000 00 | 106,200 00 |
| June | 30, 1913, The Chesapeake and Ohio Equipment Corporation..... | \$ 18,500 00 | 18,500 00 |
| June | 30, 1913, Logan and Southern Railway Company..... | \$ 83,900 00 | 83,900 00 |
| December | 31, 1912, Belt Railway Company of Chicago..... | \$ 240,000 00 | 240,000 00 |
| January | 16, 1913, Silver Grove Land and Building Company..... | \$ 39,000 00 | |
| April | 16, 1913, Silver Grove Land and Building Company..... | 33,550 00 | |
| June | 30, 1913, Silver Grove Land and Building Company..... | 16,500 00 | 89,000 00 |
| January | 21, 1913, White Sulphur Springs, Inc..... | \$ 78,000 00 | |
| March | 17, 1913, White Sulphur Springs, Inc..... | 111,000 00 | |
| April | 15, 1913, White Sulphur Springs, Inc..... | 45,000 00 | |
| May | 21, 1913, White Sulphur Springs, Inc..... | 259,400 00 | |
| June | 30, 1913, White Sulphur Springs, Inc..... | 235,400 00 | 728,800 00 |
| September | 19, 1912, Kanawha and Michigan Railway..... | \$ Deb. 100 00 | |
| September | 23, 1912, Kanawha and Michigan Railway..... | " 100 00 | |
| September | 30, 1912, Kanawha and Michigan Railway..... | " 100 00 | |
| October | 4, 1912, Kanawha and Michigan Railway..... | " 200 00 | |
| October | 16, 1912, Kanawha and Michigan Railway..... | 100 00 | Deb. 400 00 |
| | | <u>\$ 2,192,800 00</u> | |
| July | 22, 1912, first lien and improvement mortgage bonds..... | \$ 1,073,000 00 | |
| August | 30, 1912, first lien and improvement mortgage bonds..... | 608,000 00 | |
| September | 23, 1912, first lien and improvement mortgage bonds..... | 540,000 00 | |
| October | 28, 1912, first lien and improvement mortgage bonds..... | 1,148,000 00 | |
| December | 30, 1912, first lien and improvement mortgage bonds..... | 2,657,000 00 | |
| January | 10, 1913, first lien and improvement mortgage bonds..... | 686,000 00 | |
| January | 17, 1913, first lien and improvement mortgage bonds..... | 555,000 00 | |
| January | 31, 1913, first lien and improvement mortgage bonds..... | 1,011,000 00 | |
| March | 31, 1913, first lien and improvement mortgage bonds..... | 919,000 00 | |
| June | 24, 1913, first lien and improvement mortgage bonds..... | 407,000 00 | |
| June | 27, 1913, first lien and improvement mortgage bonds..... | 778,000 00 | 10,362,000 00 |

IMPORTANT CHANGES DURING THE YEAR—CONTINUED.

| | | | |
|--|--|-----------------|-----------------|
| July | 23, 1912, The Chesapeake and Ohio Equipment Corporation notes, series E..... | \$ 625,000 00 | |
| October | 28, 1912, The Chesapeake and Ohio Equipment Corporation notes, series E..... | 851,000 00 | |
| January | 10, 1913, The Chesapeake and Ohio Equipment Corporation notes, series F..... | 646,000 00 | |
| | | | \$ 2,122,000 00 |
| June | 30, 1912, The Chesapeake and Ohio Railway Company of Indiana..... | | 381,000 00 |
| April | 9, 1913, Coal River Railway Company..... | \$ 445,000 00 | |
| April | 18, 1913, Coal River Railway Company..... | Deb. 16,000 00 | |
| April | 24, 1913, Coal River Railway Company..... | " 20,000 00 | |
| May | 16, 1913, Coal River Railway Company..... | " 5,000 00 | |
| May | 29, 1913, Coal River Railway Company..... | | 404,000 00 |
| May | 7, 1913, Big Sandy Railway Company..... | \$ 171,000 00 | |
| May | 22, 1913, Big Sandy Railway Company..... | Deb. 229,000 00 | |
| | | | 58,000 00 |
| February | 28, 1913, Jamestown Exposition Company..... | | 28,000 00 |
| December | 11, 1912, Chesapeake and Ohio Grain Elevator Company..... | | 1,500 00 |
| | | | \$13,184,500 00 |
| Retirement of respondent's securities: | | | |
| Funded debt retired: | | | |
| September | 23, 1912, general funding and improvement mortgage bonds..... | \$ 515,000 00 | |
| May | 1, 1913, Greenbrier Railway Company first mortgage bonds..... | 18,000 00 | |
| May | 31, 1913, Big Sandy Railway Company first mortgage bonds..... | 55,000 00 | |
| May | 31, 1913, Coal River Railway Company first mortgage bonds..... | 29,000 00 | |
| June | 30, 1913, Raleigh and Southwestern Railway Company first mortgage bonds..... | 8,000 00 | |
| | Various equipment trust obligations..... | 1,939,523 25 | |
| | | | 2,564,523 25 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|-------------------|---|------------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 112,223,840 19 | Road..... | \$112,223,840 19 | |
| 12,912,508 48 | Equipment..... | 13,912,508 48 | |
| | Investment since June 30, 1907: | | |
| 51,956,783 86 | Road..... | 55,824,401 55 | \$ 3,867,617 69 |
| 19,292,280 40 | Equipment..... | 18,796,703 37 | *495,577 03 |
| 2,661 17 | General expenditures..... | 4,523 42 | 1,862, 25 |
| | | | |
| \$ 198,388,074 10 | Reserved for accrued depreciation—Cr..... | \$201,761,977 01 | \$ 3,373,902 91 |
| 2,790,280 31 | | 3,503,348 90 | 713,068 59 |
| \$ 195,597,793 79 | Total..... | \$198,258,628 11 | \$ 2,660,834 22 |
| | <i>II Securities:</i> | | |
| | Securities of proprietary, affiliated and controlled companies—Pledged: | | |
| \$ 15,228,001 12 | Stocks..... | \$ 1,699,788 00 | \$ *13,528,213 12 |
| 10,739,407 01 | Funded debt..... | 12,857,651 31 | 2,118,244 30 |
| 22,300,000 00 | Securities issued or assumed—Pledged: | | |
| | Funded debt..... | 33,745,000 00 | 11,445,000 00 |
| | Securities of proprietary, affiliated and controlled companies—Unpledged: | | |
| 3,184 77 | Stocks..... | 819,851 00 | 816,666 23 |
| 1 00 | Funded debt..... | | *1 00 |
| \$ 48,270,593 90 | Total..... | \$ 49,122,290 31 | \$ 851,696 41 |
| | <i>III. Other Investments:</i> | | |
| | Advances to proprietary, affiliated and controlled companies for construction, equipment and betterments..... | \$ 1,982 74 | \$ 1,982 74 |
| \$ 150,607 17 | Miscellaneous investments: | | |
| | Physical property..... | 197,208 05 | 46,595 88 |
| | Securities—Pledged..... | 13,429,951 62 | 13,429,951 62 |
| | Securities—Unpledged..... | 2,895 77 | 2,895 77 |
| \$ 150,607 17 | Total..... | \$ 13,632,033 18 | \$ 13,481,426 01 |
| | WORKING ASSETS | | |
| \$ 3,122,415 26 | Cash..... | \$ 4,050,271 40 | \$ 917,856 14 |
| | Securities issued or assumed—Held in treasury: | | |
| 11,000 00 | Stocks..... | 11,000 00 | |
| 1,035,000 00 | Funded debt..... | 298,000 00 | *737,000 00 |
| | Marketable securities: | | |
| 2,617,848 15 | Stocks..... | 3,259,600 15 | 641,752 00 |
| 531,900 00 | Funded debt..... | 503,902 00 | *27,998 00 |
| 303,344 26 | Loans and bills receivable..... | 208,066 00 | *95,278 26 |
| 712,913 98 | Traffic and car-service balances due from other companies..... | 866,204 85 | 153,290 87 |
| 857,761 62 | Net balance due from agents and conductors..... | 794,277 06 | *63,484 56 |
| 664,361 36 | Miscellaneous accounts receivable..... | 871,064 86 | 206,703 50 |
| 3,094,578 82 | Materials and supplies..... | 3,090,378 01 | *4,200 81 |
| 30,306 10 | Other working assets..... | 38,841 87 | 8,535 77 |
| \$ 12,991,429 55 | Total..... | \$ 13,991,606 20 | \$ 1,000,176 65 |
| | ACCRUED INCOME NOT DUE | | |
| \$ 13,595 43 | Unmatured interest, dividends, and rents receivable..... | \$ 30,478 83 | \$ 16,883 40 |

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

| JUNE 30, 1912 | ASSETS—CONTINUED | JUNE 30, 1913 | Increase or Decrease |
|-------------------|---|------------------|-------------------------|
| Amount | | Amount | |
| | DEFERRED DEBIT ITEMS | | |
| | Advances: | | |
| \$ 133,854 74 | Temporary advances to proprietary, affiliated and controlled companies..... | \$ 88,868 64 | \$ *44,986 10 |
| 36,593 18 | Working funds..... | 37,602 62 | 1,009 44 |
| 9,614 35 | Other advances..... | | *9,614 35 |
| 12,289 79 | Rents and insurance paid in advance..... | 12,364 66 | 74 87 |
| 27,438 78 | Special deposits..... | 46,295 03 | 18,856 25 |
| | Cash and securities in sinking and redemption funds..... | 38,399 17 | 38,399 17 |
| 10,044 35 | Cash and securities in insurance and other reserve funds..... | 9,888 30 | *156 05 |
| 951,366 05 | Other deferred debit items..... | 1,167,728 31 | 216,362 26 |
| \$ 1,181,201 24 | Total..... | \$ 1,401,146 73 | \$ 219,945 49 |
| \$ 258,205,221 08 | Grand total..... | \$276,436,183 36 | \$ 18,230,962 28 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 62,793,800 00 | Common stock..... | \$ 62,793,800 00 | \$ 62,793,800 00 |
| 3,200 00 | Preferred stock..... | 3,200 00 | 3,200 00 |
| \$ 62,797,000 00 | Total..... | \$ 62,797,000 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 155,513,000 00 | Mortgage bonds..... | \$166,766,000 00 | \$ 11,253,000 00 |
| 19,500,000 00 | Collateral trust bonds..... | 28,500 000 00 | 9,000,000 00 |
| 6,623,699 25 | Equipment trust obligations..... | 4,684,176 00 | *1,939,523 25 |
| \$ 181,636,699 25 | Total..... | \$199,950,176 00 | \$ 18,313,476 75 |
| | WORKING LIABILITIES | | |
| \$ 85,000 00 | Loans and bills payable..... | \$ 95,000 00 | \$ 10,000 00 |
| 270,278 88 | Traffic and car-service balances due to other companies..... | 365,286 24 | 95,007 36 |
| 3,898,352 74 | Audited vouchers and wages unpaid..... | 3,823,383 00 | *74,969 74 |
| 147,484 56 | Miscellaneous accounts payable..... | 168,372 36 | 20,887 80 |
| 1,024,699 90 | Matured interest, dividends and rents unpaid..... | 650,208 65 | *374,491 25 |
| 14,174 17 | Matured mortgage, bonded and secured debt unpaid..... | 7,174 17 | *7,000 00 |
| 77,471 59 | Other working liabilities..... | 118,734 69 | 41,263 10 |
| \$ 5,517,461 84 | Total..... | \$ 5,228,159 11 | \$ *289,302 73 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 1,799,235 98 | Unmatured interest, dividends and rents payable..... | \$ 1,904,693 08 | \$ 105,457 10 |
| 571,719 86 | Taxes accrued..... | 928,383 42 | 356,663 56 |
| \$ 2,370,955 84 | Total..... | \$ 2,833,076 50 | \$ 462,120 66 |
| | DEFERRED CREDIT ITEMS | | |
| \$ 127,785 07 | Operating reserves..... | \$ 12,970 42 | \$ 12,970 42 |
| | Other deferred credit items..... | 102,255 21 | *25,529 86 |
| \$ 127,785 07 | Total..... | \$ 115,225 63 | \$ *12,559 44 |
| | APPROPRIATED SURPLUS | | |
| \$ 2,984,365 23 | Additions to property since June 30, 1907, through income..... | \$ 2,984,365 23 | |
| 511 01 | Invested in sinking and redemption funds..... | 1,403 85 | \$ 892 84 |
| 10,044 35 | Invested in other reserve funds..... | 12,096 26 | 2,051 91 |
| \$ 2,994,920 59 | Total..... | \$ 2,997,865 34 | \$ 2,944 75 |
| | PROFIT AND LOSS | | |
| \$ 2,760,398 49 | Balance..... | \$ 2,514,680 78 | \$ *245,717 71 |
| \$ 258,205,221 08 | Grand total..... | \$276,436,183 36 | \$ 18,230,962 28 |

*Decrease.

CONTRACTS, AGREEMENTS, ETC.

Other railroad companies—Agreement dated November 12, 1912, between The Chesapeake and Ohio Railway Company and The Virginian Railway Company covering joint operation of Piney River and Paint Creek Railroad and White Oak Railway, The Chesapeake and Ohio pays one-half of all rentals, taxes, assessments and insurance upon the leased properties. All maintenance and operating expenses to be prorated on the basis of cars handled, cost of permanent improvements to be borne one-half by The Chesapeake and Ohio Railway Company and one-half by The Virginian Railway Company. Each Company is to have all passenger train revenue which it collects for the transportation of passengers, mail and express in its trains over the tracks of the other Company except the transferring of passengers transported by each company locally; local fares to be divided on a basis of 60% to the owner of the track and 40% to the other party. Agreement is to continue for a period of five (5) years.

Agreement between The Kanawha and Michigan Railroad Company and The Chesapeake and Ohio Railway Company, dated March 26, 1913, continuing for a period of twenty (20) years from January 1, 1913. Trackage right for The Chesapeake and Ohio switch engine and freight cars over The Kanawha and Michigan main track and second track between point of connection at Virginia street, through the city of Charleston, W. Va., about 2½ miles to connection with track of The Chesapeake and Ohio leading to its terminal freight house, at a rental of \$500.00 per month with an additional compensation equal to interest at the rate of 2½% per annum upon the cost of said second track.

Agreement between The Chesapeake and Ohio Railway Company and The Ashland Coal and Iron Railway Company, dated July 1, 1912, covering renewal of trackage rights from Ashland, Ky., to Seaton, Ky., 21.35 miles at a rental of \$36,000 per annum, plus proportion of cost of maintenance based on number of cars and engines handled.

Agreement between The Hammond Belt Railway Company and The Chesapeake and Ohio Railway Company of Indiana, dated December 31, 1912, covering lease of line of railroad of The Hammond Belt Railway Company near the city of Hammond, Indiana: The Chesapeake and Ohio Railway Company of Indiana to pay the expenses of maintenance and the taxes during the term of the agreement, which may be terminated on thirty (30) days notice.

Agreement between The Belt Railway Company of Chicago and The Chesapeake and Ohio Railway Company of Indiana, and other railways dated November 1, 1912, relating to the operation of The Belt Railway for a term of fifty (50) years, all expenses to be apportioned on locomotive and car basis.

Other contracts—Agreement between The Virginia Power Company and The Chesapeake and Ohio Railway Company, dated October 30, 1912, grants The Power Company the freight rate of 10c per net ton of 2,000 pounds on coal when delivered in cars of The Power Company from any point on the Cabin Creek Branch (Coal River extension excepted) to at or near Cabin Creek Junction. Agreement to continue for a period of twenty years.

Agreement between The Chesapeake and Ohio Railway Company and Jno. Reinhardt dated June 1, 1913, for transferring freight between New Richmond, Ky., and New Richmond, Ohio, at a rate of 2½c per 100 lbs. Contract to remain in effect for one year, or it may be terminated on ninety days notice.

Agreement between The Chesapeake and Ohio Railway Company and The Raleigh Lumber Company, dated March 13, 1913, cancelling sundry existing contracts between the parties hereto, in consideration of which the railway company agrees to establish rates on logs per loaded log car from all points on Beaver Creek, Little Beaver Creek, Piney Branch Winding Gulf, Soak Creek and Stone Coal Creek, and other streams tributary to the Winding Gulf Branch reached by the railroad of said railway company as follows:

Twenty miles and under \$2.50 per loaded log car.

Over twenty miles and not exceeding thirty miles \$3.00 per loaded log car.

Over thirty miles and not exceeding forty miles \$3.50 per loaded log car.

Cars to be furnished and maintained by the shipper.

A switching charge of \$3.00 per car to and from Fitzpatrick and the station at or near Glen Morgan, W. Va. The railway company also agrees to grant to The Virginian Railway Company the right to handle their own trains of logs and lumber to and from Pemberton, Fitzpatrick and the station at or near Glen Morgan, W. Va., upon the same terms as to trackage covered under the contract and agreement between The Virginian Railway Company and The Chesapeake and Ohio Railway Company, dated November 12, 1912. Contract to continue for ten years from its date with privilege to lumber company of renewal thereafter from year to year for a period not exceeding ten years thereafter.

Agreement between The Chesapeake and Ohio Railway Company of Indiana and The Union News Company, dated the first day of July, 1912, covering privilege of selling merchandise on the railway company's trains and at all stations of the company for one year, news company to pay railway company 15% of gross receipts of news company.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|---|-----------------------|---------------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 119,790 | 668,908 | 788,698 | 3.13 |
| Flour..... | 31,664 | 119,026 | 150,690 | .60 |
| Other mill products..... | 80,418 | 83,048 | 163,466 | .57 |
| Hay..... | 29,735 | 101,997 | 131,732 | .52 |
| Tobacco..... | 59,968 | 45,464 | 105,432 | .42 |
| Cotton..... | ..... | 43,221 | 43,221 | .17 |
| Fruit and vegetables..... | 36,300 | 98,865 | 135,165 | .54 |
| Other products of agriculture..... | 7,554 | 57,329 | 64,883 | .26 |
| Total..... | 335,419 | 1,227,858 | 1,563,277 | 6.21 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 40,981 | 4,672 | 45,653 | .18 |
| Dressed meats..... | 7,843 | 11,657 | 19,490 | .08 |
| Other packing-house products..... | 18,963 | 26,789 | 45,752 | .18 |
| Poultry, game and fish..... | 2,452 | 1,596 | 4,048 | .03 |
| Wool..... | 1,115 | 10,365 | 11,470 | .05 |
| Hides and leather..... | 12,246 | 18,412 | 30,658 | .13 |
| Other products of animals..... | 26,794 | 19,694 | 46,488 | .19 |
| Total..... | 110,394 | 96,755 | 207,149 | .84 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | ..... | 15,746 | 15,746 | .06 |
| Bituminous coal..... | 15,302,217 | 729,741 | 16,031,958 | 63.68 |
| Coke..... | 288,745 | 26,726 | 315,474 | 1.25 |
| Ores..... | 307,436 | 54,793 | 362,221 | 1.44 |
| Stone, sand and other like articles..... | 672,393 | 222,492 | 894,885 | 3.55 |
| Other products of mines..... | 34,239 | 49,785 | 84,024 | .33 |
| Total..... | 16,605,035 | 1,099,283 | 17,704,318 | 70.31 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 1,686,551 | 585,925 | 2,272,476 | 9.03 |
| Other products of forests..... | 320,439 | 88,233 | 408,672 | 1.62 |
| Total..... | 2,006,990 | 674,158 | 2,681,148 | 10.65 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 22,478 | 64,347 | 86,825 | .34 |
| Sugar..... | 4,391 | 67,741 | 72,132 | .29 |
| Naval stores..... | 4,110 | 2,833 | 6,943 | .03 |
| Iron, pig and bloom..... | 171,718 | 53,722 | 225,440 | .90 |
| Iron and steel rails..... | 30,696 | 53,586 | 84,281 | .33 |
| Other castings and machinery..... | 56,710 | 93,736 | 150,446 | .60 |
| Bar and sheet metal..... | 13,700 | 66,841 | 80,541 | .32 |
| Cement, brick and lime..... | 509,959 | 136,834 | 646,793 | 2.57 |
| Agricultural implements..... | 5,973 | 7,070 | 13,043 | .05 |
| Wagons, carriages, tools, etc..... | 3,872 | 8,560 | 12,432 | .05 |
| Wines, liquors and beers..... | 28,280 | 36,917 | 65,197 | .26 |
| Household goods and furniture..... | 11,301 | 11,812 | 23,113 | .09 |
| Other manufactures..... | 223,428 | 243,022 | 466,450 | 1.85 |
| Total..... | 1,066,595 | 847,621 | 1,914,216 | 7.68 |
| Merchandise..... | 377,873 | 324,822 | 702,695 | 2.79 |
| Miscellaneous: Other commodities not mentioned above..... | 197,821 | 183,617 | 381,438 | 1.52 |
| Total tonnage..... | 20,720,127 | 4,454,114 | 25,174,241 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | FREIGHT ORIGINATING ON THIS ROAD | | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|-----------------------------|---|-----------------------|-----------|
| | Delivered to Consignee | Delivered to Other Carriers | | Whole Tons | Per Cent. |
| | Whole Tons | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | | |
| Grain..... | 4,700 | 215 | 2,222 | 7,137 | .55 |
| Flour..... | 1,907 | 87 | 287 | 2,281 | .17 |
| Other mill products..... | 6,323 | 169 | 2,894 | 9,386 | .72 |
| Hay..... | 7,251 | 167 | 3,237 | 10,655 | .81 |
| Tobacco..... | 1,798 | 154 | 113 | 2,065 | .16 |
| Fruit and vegetables..... | 10,529 | 1,240 | 4,444 | 16,213 | 1.24 |
| Other products of agriculture..... | 731 | 97 | 83 | 911 | .07 |
| Total..... | 33,239 | 2,129 | 13,260 | 48,628 | 3.72 |
| <i>Products of Animals:</i> | | | | | |
| Live stock..... | 1,786 | 201 | 260 | 2,247 | .17 |
| Dressed meats..... | 40 | ----- | 5 | 45 | ----- |
| Other packing-house products..... | 31 | ----- | ----- | 31 | ----- |
| Poultry, game and fish..... | 71 | 6 | ----- | 77 | .01 |
| Wool..... | 40 | ----- | ----- | 40 | ----- |
| Hides and leather..... | 183 | ----- | 16 | 199 | .02 |
| Other products of animals..... | 11,572 | 697 | 2,415 | 14,684 | 1.12 |
| Total..... | 13,723 | 904 | 2,696 | 17,323 | 1.32 |
| <i>Products of Mines:</i> | | | | | |
| Anthracite coal..... | ----- | ----- | 1,252 | 1,252 | .10 |
| Bituminous coal..... | ----- | ----- | 2,183 | 2,183 | .17 |
| Coke..... | ----- | ----- | 6,994 | 6,994 | .53 |
| Ores..... | 226,847 | 2,975 | 11,024 | 240,846 | 18.40 |
| Stone, sand and other like articles..... | 267,490 | 12,497 | 7,024 | 287,011 | 21.93 |
| Other products of mines..... | 8,834 | 42 | 1,005 | 9,881 | .76 |
| Total..... | 503,171 | 15,514 | 29,482 | 548,167 | 41.89 |
| <i>Products of Forests:</i> | | | | | |
| Lumber..... | 178,670 | 3,165 | 10,817 | 192,652 | 14.72 |
| Other products of forests..... | 72,802 | 747 | 9,901 | 83,450 | 6.38 |
| Total..... | 251,472 | 3,912 | 20,718 | 276,102 | 21.10 |
| <i>Manufactures:</i> | | | | | |
| Petroleum and other oils..... | 2,259 | 199 | 21 | 2,479 | .19 |
| Sugar..... | 46 | ----- | ----- | 46 | ----- |
| Naval stores..... | 54 | 15 | 5 | 74 | .01 |
| Iron, pig and bloom..... | 44,952 | 152 | 691 | 45,795 | 3.50 |
| Iron and steel rails..... | 1,777 | ----- | 170 | 1,947 | .15 |
| Other castings and machinery..... | 5,490 | 232 | 206 | 5,928 | .45 |
| Bar and sheet metal..... | 2,951 | ----- | 777 | 3,728 | .28 |
| Cement, brick and lime..... | 158,571 | 25,413 | 8,717 | 192,701 | 14.73 |
| Agricultural implements..... | 261 | 3,456 | 15 | 3,732 | .29 |
| Wagons, carriages, tools, etc..... | 480 | 22 | 57 | 559 | .04 |
| Wines, liquors and beers..... | 1,065 | 95 | 1,477 | 2,637 | .20 |
| Household goods and furniture..... | 2,276 | 120 | 352 | 2,748 | .21 |
| Other manufactures..... | 13,781 | 1,471 | 3,106 | 18,358 | 1.40 |
| Total..... | 233,963 | 31,175 | 15,594 | 280,732 | 21.45 |
| <i>Merchandise:</i> | | | | | |
| Miscellaneous: Other commodities not mentioned above..... | 96,337 | 3,133 | 4,304 | 103,774 | 7.93 |
| Total tonnage—State..... | 1,157,906 | 59,151 | 91,545 | 1,308,602 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton, Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|--|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 788,698 | 416,060,209 | \$ 1,149,340 | ----- | 2 76 |
| Hay..... | 131,732 | 31,643,181 | 219,118 | ----- | 6 92 |
| Cotton..... | 43,225 | 28,594,855 | 78,230 | ----- | 2 74 |
| Live stock..... | 45,653 | 8,038,065 | 96,407 | 1 | 1 99 |
| Dressed meats..... | 19,480 | 12,633,580 | 85,726 | ----- | 6 79 |
| Anthracite coal..... | 15,746 | 2,108,937 | 13,056 | ----- | 6 19 |
| Bituminous coal..... | 16,031,958 | 4,464,190,680 | 14,051,201 | ----- | 3 15 |
| Lumber..... | 2,272,476 | 406,777,048 | 2,738,151 | ----- | 6 73 |

MILEAGE—ENTIRE LINE.

Mileage of Road Operated (All Tracks).

| LINE IN USE | LINE OWNED | | Line of Proprietary Companies | Line Operated Under Lease | Line Operated Under Contract | Line Operated Under Trackage Rights | Total Mileage Operated | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|-------------------------------|---------------------------|------------------------------|-------------------------------------|------------------------|----------------------------------|----------|--|
| | Main Line | Branches and Spurs | | | | | | | Steel | |
| Miles of single track | 1,658.80 | 415.40 | 3.00 | 24.50 | 11.80 | 224.20 | 2,337.70 | ----- | 2,113.50 | |
| Miles of seco'd track | 475.50 | ----- | 1.80 | ----- | ----- | 97.50 | 574.80 | ----- | 477.30 | |
| Miles of yard track and sidings..... | 819.40 | 132.10 | 2.90 | 11.80 | 4.40 | ----- | 970.60 | 40.50 | 970.60 | |
| Total mileage operated (all tracks)... | 2,953.70 | 547.50 | 7.70 | 36.30 | 16.20 | 321.70 | 3,883.10 | 40.50 | 3,561.40 | |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | | |
|---------------------------------------|----------|--------|-------|-------|-------|--------|----------|-------|----------|
| District of Columbia..... | ----- | ----- | ----- | ----- | ----- | 3.30 | 3.30 | ----- | ----- |
| State of Virginia..... | 537.30 | 139.70 | ----- | 9.00 | 4.00 | 91.50 | 781.50 | ----- | 690.00 |
| West Virginia..... | 479.90 | 220.20 | 1.20 | 15.50 | 7.80 | ----- | 724.60 | ----- | 724.60 |
| Kentucky..... | 380.90 | 55.50 | 1.00 | ----- | ----- | 105.70 | 543.10 | ----- | 437.40 |
| Ohio..... | 33.10 | ----- | .80 | ----- | ----- | 1.30 | 35.20 | ----- | 33.90 |
| Indiana..... | 227.60 | ----- | ----- | ----- | ----- | 2.60 | 230.20 | ----- | 227.00 |
| Illinois..... | ----- | ----- | ----- | ----- | ----- | 19.80 | 19.80 | ----- | ----- |
| Total mileage operated (single track) | 1,658.80 | 415.40 | 3.00 | 24.50 | 11.80 | 224.20 | 2,337.70 | ----- | 2,113.50 |

MILEAGE—ENTIRE LINE—CONTINUED.

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|---------------------|----------------------------------|-------|----------|
| | Main Line | Branches and Spurs | | | Iron | Steel |
| State of Virginia..... | 537.30 | 144.70 | 682.00 | ----- | ----- | 682.00 |
| West Virginia..... | 479.90 | 220.20 | 700.10 | ----- | ----- | 700.10 |
| Kentucky..... | 380.90 | 55.50 | 436.40 | ----- | ----- | 436.40 |
| Ohio..... | 33.10 | ----- | 33.10 | ----- | ----- | 33.10 |
| Indiana..... | 227.60 | ----- | 227.60 | ----- | ----- | 227.60 |
| Total mileage operated (single track)..... | 1,658.80 | 420.40 | 2,079.20 | ----- | ----- | 2,079.20 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. *Accidents Resulting from the Movement of Trains, Locomotives, or Cars.*

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | | | |
|---|-------------------|---------|------------|---------|---------|---------|----------|---------|---------------------|---------|-----------------|---------|
| | TRAINMEN | | STATIONMEN | | SHOPMEN | | TRACKMEN | | TELEGRAPH EMPLOYEES | | OTHER EMPLOYEES | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Coupling or uncoupling. | 2 | 6 | | | | | | | | | 2 | 6 |
| Collisions. | | 8 | | | | | | | | | | 8 |
| Derailments. | 2 | 8 | | | | | | | | | | 8 |
| Parting of trains. | 1 | 2 | | | | | | | | | 2 | 2 |
| Falling from trains, locomotives, or cars. | 1 | 5 | | | | | | | | | 1 | 5 |
| Jumping on or off trains, locomotives, or cars. | | 9 | | | | | | | | | | 9 |
| Struck by trains, locomotives, or cars. | 1 | 2 | | | | | 1 | 3 | | | 2 | 5 |
| Overhead obstructions. | 1 | 2 | | | | | | | | | | 2 |
| Other causes. | 1 | 24 | | | 1 | | | | | | 4 | 28 |
| Total. | 8 | 66 | | | 1 | | 1 | 3 | | | 11 | 73 |

Average number employed during year: Trainmen, 1,338; stationmen, 132; switch tenders, crossing tenders and watchmen, 112; stationmen, 936; shopmen, 1,109; trackmen, 764; telegraph employees, 168; other employees, 1,439; total, 5,866.

ACCIDENTS TO PERSONS—STATE OF VIRGINIA—CONTINUED.

B. *Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.*

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | | | | PASSENGERS | | OTHER PERSONS | |
|--|-------------------|---------|---------|---------|----------|---------|-----------------|---------|--------|---------|--------|---------|------------|---------|---------------|--|
| | STATIONMEN | | SHOPMEN | | TRACKMEN | | OTHER EMPLOYEES | | TOTAL | | | | | | | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | | |
| | | | | | | | | | | | | | | | | |
| Handling traffic..... | | 3 | | 17 | | 4 | | | | | | | 24 | | | |
| Handling tools, machinery, etc..... | | | | 55 | | 14 | | | 4 | | | | 73 | | | |
| Handling supplies, etc..... | | | 1 | 6 | | 5 | | | 2 | | 1 | | 13 | | | |
| Getting on or off locomotives or cars at rest..... | | | | 1 | | | | | | | | | | | | |
| Other causes..... | | 7 | | 11 | | | | | 5 | 18 | | 5 | 40 | 1 | | |
| Total..... | | 10 | 1 | 90 | | 27 | 5 | 24 | 6 | 151 | | 2 | | 2 | | |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|------------------------------------|--------|------------------|--|-------------------------------------|----------------------------------|--------|---------------------------|--|--------|----------------------------|---|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| Fort Monroe..... | Richmond..... | 84.70 | 40 | 16.60 | 68.10 | 20.36 | 35 | 399.10 | 31.03 | 28 | 336.60 | 33.31 |
| Newport News..... | Old Point Junction..... | 1.30 | 3 | 1.30 | 1.00 | 1.00 | 1 | 13.50 | .30 | | | |
| Mineral..... | Sulphur Mines..... | 4.00 | 14 | 1.84 | 2.16 | 1.19 | 1 | 8.30 | .38 | 3 | 166.50 | 3.43 |
| Lindsay..... | Strathmore..... | 29.80 | 74 | 9.60 | 20.20 | 7.60 | 72 | 1,587.00 | 43.78 | 70 | 1,196.00 | 45.34 |
| Richmond..... | Charlottesville..... | 96.70 | 155 | 37.79 | 58.91 | 73.08 | 51 | 375.00 | 41.42 | 10 | 21.00 | 4.51 |
| Richmond, C. D. Cabin..... | Gladstone..... | 118.98 | 319 | 60.48 | 58.50 | | | | | | | |
| Bremo Bluff..... | Rosney..... | 20.80 | 100 | 9.30 | 11.50 | | | | | | | |
| Warren..... | Esomont..... | 6.10 | 20 | 2.10 | 4.00 | 4.00 | 2 | 150.10 | 5.70 | | | |
| Orange..... | Gordonsville..... | 9.00 | 6 | 1.84 | 7.16 | | | | | | | |
| Gladstone..... | J. D. Cabin, Clifton Forge..... | 110.93 | 300 | 63.93 | 47.00 | 37.74 | 65 | 703.00 | 66.05 | 21 | 53.00 | 7.14 |
| Charlottesville..... | Clifton Forge..... | 15.70 | 152 | 47.57 | 48.13 | 6.94 | 32 | 3,044.00 | 47.83 | 25 | 2,408.00 | 40.93 |
| Balcony Falls..... | Lexington..... | 11.80 | 54 | 6.30 | 5.50 | 2.80 | 7 | 240.00 | 8.80 | 4 | 8.20 | 7.70 |
| Eagle Mountain..... | New Castle..... | 23.40 | 101 | 10.45 | 15.95 | 6.37 | 14 | 545.00 | 11.79 | 10 | 210.70 | 7.74 |
| Covington..... | Hot Springs..... | 24.10 | 115 | 13.00 | 11.70 | 2.70 | 10 | 987.70 | 20.80 | 4 | 29.90 | 1.20 |
| Lexington..... | Resa..... | 20.10 | 65 | 11.00 | 9.10 | 3.47 | 13 | 313.20 | 14.03 | 5 | 33.80 | 2.60 |
| Clifton Forge..... | W. Va., Va. State line..... | 29.00 | 73 | 14.30 | 14.70 | 6.00 | 9 | 1,036.00 | 22.00 | 2 | 36.00 | 1.00 |
| Total..... | | 690.01 | 1,571 | 306.90 | 383.11 | 168.62 | 312 | 9,402.90 | 313.89 | 182 | 4,504.70 | 147.90 |

| | | |
|-------------------------------------|-------|-------------|
| *Lindsay to Strathmore—No profile. | ..... | 29.80 miles |
| *Bremo Bluff to Rosney—No profile. | ..... | 20.80 miles |
| *Orange to Gordonsville—No profile. | ..... | 9.00 miles |

*Lindsay to Strathmore—No profile. Was not built by Chesapeake and Ohio Railway Company

*Bremo Bluff to Rosney—No profile. 29.80 miles

*Orange to Gordonsville—No profile. 20.80 miles

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|------------------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| BRIDGES: | | | | | | |
| Iron..... | 187 | 34,902 | 14 | 12,148 | | |
| Wooden..... | 2 | 153 | 13 | 140 | | |
| Combination..... | 3 | 653 | 84 | 432 | | |
| Total..... | 192 | 35,708 | | | | |
| Trestles..... | 113 | 16,919 | 8 | 2,820 | | |
| Tunnels..... | 16 | 16,349 | 95 | 4,252 | | |
| Overhead Highway Crossings: | | | | | | |
| Bridges..... | 21 | | | | 10 | 4 |
| Trestles..... | 11 | | | | 14 | 4 |
| Total..... | 32 | | | | | |
| Overhead Railway Crossings: | | | | | | |
| Bridges..... | 4 | | | | 15 | 2 |
| Tunnels..... | 16 | | | | 15 | 8 |

Gauge of track: 4 feet, 8½ inches; 690.00 miles.

TELEGRAPH.

Owned by Company Making this Report.

| TOTAL | | OPERATED BY THIS COMPANY | |
|---------------|---------------|--------------------------|---------------|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire |
| 371.50 | 2,132.70 | 371.50 | 2,132.70 |

Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line | Miles of Wire | NAME OF OWNER | NAME OF OPERATING COMPANY |
|------------------|------------------|---------------------------------|------------------------------|
| 232.20 | 2,675.60 | Western Union Telegraph Co..... | Western Union Telegraph Co. |

Chesapeake and Western Railroad Company

HISTORY

Exact name of common carrier making this report—Chesapeake and Western Railroad Company.

Date of organization—January 22, 1892.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Act of legislature of Virginia, entitled "An act to incorporate the Chesapeake, Shendun and Western Railroad Company," approved January 22, 1892. Name changed by resolution of directors, May 14, 1895, to Chesapeake and Western Railroad Company.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.—None.

Date and authority for each consolidation—None.

What carrier operates the road of this company?—Chesapeake Western Railway.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|----------------------|-----------------------------|------------------------------------|
| W. E. D. Stokes..... | 262 W. 72d St., New York... | } June, 1914. |
| A. H. Gleason..... | 262 W. 72d St., New York... | |
| L. S. Petrie..... | 262 W. 72d St., New York... | |
| Thos. Stokes..... | 262 W. 72d St., New York... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|-----------------------|---------------------------|
| President..... | W. E. D. Stokes..... | 262 W. 72d St., New York. |
| Vice-President..... | A. H. Gleason..... | 262 W. 72d St., New York. |
| Secretary..... | L. S. Petrie..... | 262 W. 72d St., New York. |
| Attorney, or General Counsel..... | A. H. Gleason..... | 262 W. 72d St., New York. |
| General Superintendent..... | C. B. Williamson..... | Harrisonburg, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, C. B. Williamson; title, General Superintendent; address, Harrisonburg, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—June 3, 1913.

Date of last closing of stock books before end of year for which this report is made—None.

Total number of stockholders of record at that date.—175.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

- (a) The form of control, whether sole or joint—Sole.
- (b) The name of the controlling corporation or corporations—Chesapeake Western Railway.
- (c) The manner in which control was established—Stock ownership.
- (d) The extent of control—Over 94 per cent.
- (e) Whether control was direct or indirect—Direct.

ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name of Every Railway Company the Income of which, from Lease or Other Assignment for Operation, is Included in this Report.

| NAME | TERMINI | | Miles of Line (Single Track) | Name of Lessee |
|--------------------------------------|-----------------|---------------------|------------------------------|-----------------------------|
| | From | To | | |
| Chesapeake and Western R. R. Co..... | Elkton Jct..... | Bridgewater, Va.... | 26.67 | Chesapeake Western Railway. |

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OPERATING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | |
|---------------------------------|---------------|------------------------------|------------------|------------------|--|
| | | Date | Term | | Concise Summary of Provisions |
| | | | From | To | |
| Chesapeake Western Railway----- | 26.57 | Operative May 1, 1902.... | April 15, 1902.. | April 15, 2001.. | Terminable by either party on 60 days' notice. Rental to be equal to the annual interest on company's bonds. Lessee to maintain and operate road. Also to pay taxes and assessments and expenses of company's organization. |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not Held by Re- spondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| Mortgage Bonds: First mortgage gold..... | 1895 | 1945 | \$ 10,000,000 | \$ 666,000 | | | | \$ 666,000 | 5 | P. & A. | \$ 33,300 00 | ..... |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD By Respondent | | | Total Par Value Not Held by Respondent | INTEREST | | |
|--|-------------------------------------|---|---|-------------------------------------|---|-----------------------------------|----------------------|----------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | Amount Accrued During the Year | Charged to Income | Charged to Construction |
| Mortgage bonds..... | \$ 666,000 | | | | \$ 666,000 | | \$ 33,300 00 | |
| PURPOSE OF THE ISSUE | | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized | REMARKS | | |
| Issued for construction of new properties..... | | | | \$ 666,000 | | Issued to contractors. | | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|--------------|------------------------|----------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| | | \$ | | | \$ |
| Capital stock..... | \$ 562,225 | \$ 562,225 | ----- | 26.97 | \$ 21,081 |
| Funded debt..... | 666,000 | 666,000 | ----- | 26.97 | 24,972 |
| Total..... | \$ 1,228,225 | \$ 1,228,225 | ----- | 26.97 | \$ 46,063 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACES MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--------------------------------------|--------------------------|----------------------|-------|--|---|
| | From | To | Miles | | |
| First mortgage 5% gold..... | Elkton Junction..... | Bridgewater, Va..... | 26.97 | \$ 24,972 | All equipment. |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|---|---|
| I. ROAD: Cost of road purchased..... | | \$ Cr. 90,525 00 | \$ Cr. 90,525 00 |
| II. EQUIPMENT: Steam locomotives..... | | \$ Cr. 1,787 76 | \$ Cr. 1,787 76 |
| Passenger-train cars..... | | Cr. 911 88 | Cr. 911 88 |
| Freight-train cars..... | | Cr. 13,263 90 | Cr. 13,263 90 |
| Total..... | | \$ Cr. 15,963 54 | \$ Cr. 15,963 54 |
| III. GENERAL EXPENDITURES: Interest and commissions..... | | \$ 12,502 00 | \$ 12,502 00 |
| RECAPITULATION. | | | |
| I. Road..... | | \$ Cr. 90,525 00 | \$ Cr. 90,525 00 |
| II. Equipment..... | | Cr. 15,963 54 | Cr. 15,963 54 |
| III. General expenditures..... | | 12,502 00 | 12,502 00 |
| Total—Entire line..... | | \$ Cr. 93,986 54 | \$ Cr. 93,986 54 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|--|-------------------|
| | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 1,315,939 43 |
| Equipment..... | 11,563 71 |
| Investment since June 30, 1907..... | Cr. 93,986 54 |
| Total..... | \$ 1,233,516 60 |
| Reserve for accrued depreciation—Cr..... | 3,389 71 |
| Net total..... | \$ 1,230,126 89 |
| Cost per mile of line..... | 46,123 99 |

Explanatory Remarks.

At the direction of the Interstate Commerce Commission there was deducted from the Equipment Expenditures, as reported above, from July 1, 1907, to June 30, 1912, the depreciation for the years 1911 and 1912, amounting to \$2,114.75.

This amount plus the accrued depreciation for 1913, \$1,274.96, has been placed to the credit of reserved for accrued depreciation.

INCOME STATEMENT.

| | |
|--|--------------|
| OTHER INCOME: | |
| Income from lease of road..... | \$ 33,300 00 |
| DEDUCTIONS FROM GROSS INCOME: | |
| Interest deductions for funded debt..... | 33,300 00 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|---------------|---------------|
| Balance (at beginning of fiscal period)..... | \$ 200,290 50 | ----- |
| Loss on retired road and equipment..... | 3,389 71 | ----- |
| Balance credit or debit (at end of fiscal period) carried to general balance sheet..... | ----- | \$ 203,680 21 |
| Total..... | \$ 203,680 21 | \$ 203,680 21 |

RENTS RECEIVABLE.

Income from Lease of Road.

| ROAD LEASED | LOCATION | NAME OF LESSEE | AMOUNT |
|------------------------------------|-------------------------|--------------------------|--------------|
| Chesapeake & Western R. R. Co..... | Rockingham Co., Va..... | Chesapeake Western Ry... | \$ 33,300 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|-----------------|---|-----------------|----------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 1,315,939 43 | Road..... | \$ 1,315,939 43 | ----- |
| 11,563 71 | Equipment..... | 11,563 71 | ----- |
| | Investment since June 30, 1907: | | |
| Cr. 90,525 00 | Road..... | Cr. 90,525 00 | ----- |
| 18,078 29 | Equipment..... | 15,963 54 | \$ *2,114 75 |
| 12,502 00 | General expenditures..... | 12,502 00 | ----- |
| ----- | | \$ 1,233,516 60 | ----- |
| | Reserve for accrued depreciation—Cr..... | 3,389 71 | \$ 3,389 71 |
| \$ 1,231,401 85 | Total..... | \$ 1,230,126 89 | \$ *1,274 96 |
| | ACCRUED INCOME NOT DUE | | |
| \$ 12,875 00 | Unmatured interest, dividends and rents receivable..... | \$ 13,875 00 | ----- |
| | PROFIT AND LOSS | | |
| \$ 200,290 50 | Balance..... | \$ 203,680 21 | \$ 3,389 71 |
| \$ 1,445,567 35 | Grand total..... | \$ 1,447,682 10 | \$ 2,114 75 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 533,500 00 | Common stock..... | \$ 533,500 00 | ----- |
| 28,725 00 | Preferred stock..... | 28,725 00 | ----- |
| \$ 562,225 00 | Total..... | \$ 562,225 00 | ----- |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 666,000 00 | Mortgage bonds..... | \$ 666,000 00 | ----- |
| | WORKING LIABILITIES | | |
| 217,342 35 | Matured interest, dividends and rents unpaid..... | 219,457 10 | \$ 2,114 75 |
| \$ 1,445,567 35 | Grand total..... | \$ 1,447,682 10 | \$ 2,114 75 |

*Decrease.

Chesapeake Western Railway

HISTORY

Exact name of common carrier making this report—Chesapeake Western Railway.

Date of organization—March 3, 1900.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—General Assembly of Virginia, "Act to incorporate Tidewater and West Virginia Railroad Company," approved March 3, 1900; "Act to amend and re-enact section 1" of above, approved February 16, 1901; order entered March 12, 1901, by circuit court of city of Richmond, Va., changing name to Chesapeake Western Railway. Capital stock reduced from \$50,000,000 to \$10,000,000 by amendment approved by State Corporation Commission of Virginia, April 18, 1910.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address</i> | <i>Date of Expiration of Term</i> |
|----------------------|-----------------------------|-----------------------------------|
| W. E. D. Stokes..... | 262 W. 72d St., New York... | } March 4, 1914. |
| A. H. Gleason..... | 262 W. 72d St., New York... | |
| Thomas Stokes..... | 262 W. 72d St., New York... | |
| L. S. Petrie..... | 262 W. 72d St., New York... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|-----------------------|---------------------------|
| President..... | W. E. D. Stokes..... | 262 W. 72d St., New York. |
| Vice-President..... | A. H. Gleason..... | 262 W. 72d St., New York. |
| Secretary and Treasurer..... | L. S. Petrie..... | 262 W. 72d St., New York. |
| Attorney, or General Counsel..... | A. H. Gleason..... | 262 W. 72d St., New York. |
| Auditor..... | C. B. Williamson..... | Harrisonburg, Va. |
| General Manager..... | W. E. D. Stokes..... | New York. |
| Superintendent..... | C. B. Williamson..... | Harrisonburg, Va. |
| Traffic Manager..... | C. A. Jewett..... | Harrisonburg, Va. |
| General Freight Agent..... | C. A. Jewett..... | Harrisonburg, Va. |
| General Passenger Agent..... | C. A. Jewett..... | Harrisonburg, Va. |
| General Ticket Agent..... | C. A. Jewett..... | Harrisonburg, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, C. B. Williamson; title, Auditor; address, Harrisonburg, Va.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

| NAME | CONTROL | | | |
|---|---------------|----------------------|------------|--------------------|
| | Sole or Joint | How Established | Extent | Direct or Indirect |
| <i>Active Corporations:</i> Chesapeake and Western R. R. Co. | Sole..... | Stock ownership..... | Over 94%.. | Direct. |

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—March 4, 1913.
Date of last closing of stock books before end of year for which this report is made—Do not close.
Total number of stockholders of record.—6.
Has each share of stock one vote?—Yes.
Has any issue of securities contingent voting rights?—No.
Has any issue of securities special privileges in the election of directors?—No.
Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.
Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Class of Roads Named |
|--|----------------------|-----------------------|---|
| | From | To | |
| <i>Line Owned:</i> Chesapeake Western Railway..... | Bridgewater..... | North River Gap, Va.. | 13.96 |
| <i>Under Lease:</i> Chesapeake and Western Railroad Co.. | Elkton Jct., Va..... | Bridgewater, Va..... | 26.67 |
| <i>Trackage Rights:</i> Norfolk and Western Railway Co..... | Elkton, Va..... | Elkton Jct, Va..... | .33 |
| Total..... | ..... | ..... | 40.96 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Miscellaneous Investments—Physical Property.

| DESIGNATION | Character of Business | State or Territory | Net Investment |
|----------------------|------------------------------|--------------------|----------------|
| Outside real estate. | Leased for grazing, etc..... | Virginia..... | \$ 8,500 00 |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | LEASE OR AGREEMENT | | | | | Concise Summary of Provisions |
|--|--------------------|---------------------------|-------------------|------------------|---|-------------------------------|
| | Miles of Line | Date | Term | | | |
| | | | From | To | | |
| Chesapeake and Western Railroad Co. | 26.67 | Effective May 1, 1902.... | April 15, 1902... | April 15, 2001.. | Terminable by either party on 60 days' notice. Rental to equal amount of annual interest on company's bonds. Lessee to maintain and operate road; also to pay all taxes and assessments and expenses of company's organization. | |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | | INTEREST | | | |
|-----------------------------------|---------------|------------------|----------------------------|-----------------------------|------------------------------------|-----------------------|---------------------------|--|----------|--------------|--------------------------------|-----------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | Total Par Value not Held by Respondent | Rate | When Payable | Amount Accrued During the Year | Amount Paid During the Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | |
| First gold..... | 1901 | 1951 | \$ 1,435,000 | \$ 1,419,000 | ----- | ----- | ----- | \$ 1,419,000 | 4 | A. & O. | \$ 56,760 00 | \$ 10,280 00 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD By RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | |
|--|---|---|-------------------------------------|---------------------------------|-----------------------------------|---|-----------------------------------|----------------------------|--|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year | | |
| | | | | | Charged to Income | | | Charged to Construction | |
| Mortgage bonds..... | \$ 1,419,000 | | | | \$ 1,419,000 | \$ 56,760 00 | | \$ 10,280 00 | |
| PURPOSE OF THE ISSUE | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized | REMARKS | | | | |
| | | | | | Issued to contractors. | | | | |
| Issued for construction of new properties..... | | | \$ 1,419,000 | | | | | | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------|--------------|---------------------|-------------------------|------------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 1,419,000 | \$ 1,419,000 | ----- | 13.96 | \$ 101,648 |
| Funded debt..... | 1,419,000 | 1,419,000 | ----- | 13.96 | 101,648 |
| Total..... | \$ 2,838,000 | \$ 2,838,000 | ----- | 13.96 | \$ 203,338 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|-----------------------------------|--------------------------|-------------------------|-------|-------------------------------------|---|
| | From | To | Miles | | |
| First mortgage 4% gold..... | Bridgewater..... | North River Gap, Va.... | 13.96 | \$ 101,648 | \$666,000 first mortgage bonds and \$532,000 common stock of Chesapeake and Western Railroad Company and all equipment. |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | Total |
|-------------------------------------|---|--------------|
| Ballast..... | \$ 310 79 | \$ 310 79 |
| Sidings and spur tracks..... | 4,116 68 | 4,116 68 |
| Station buildings and fixtures..... | 6,382 71 | 6,382 71 |
| Roadway machinery and tools..... | 106 59 | 106 59 |
| Total..... | \$ 10,916 77 | \$ 10,916 77 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Engineering..... | \$ 37 50 | | \$ 37 50 |
| Right of way and station grounds..... | 24 15 | \$ 1 00 | 25 15 |
| Grading..... | 2,288 78 | | 2,288 78 |
| Bridges, trestles and culverts..... | 817 66 | | 817 66 |
| Ties..... | 208 78 | 178 73 | 387 51 |
| Rails..... | 624 11 | 56 49 | 680 60 |
| frogs and switches..... | | 152 84 | 152 84 |
| Track fastenings and other material..... | | 2 37 | 2 37 |
| Ballast..... | 310 79 | 527 77 | 838 56 |
| Track laying and surfacing..... | 112 30 | 123 69 | 235 99 |
| Roadway tools..... | 106 59 | 341 47 | 448 06 |
| Fencing right of way..... | 5 40 | | 5 40 |
| Station buildings and fixtures..... | 6,382 71 | | 6,382 71 |
| Fuel stations..... | | 993 77 | 993 77 |
| Total..... | \$ 10,916 77 | \$ 2,378 13 | \$ 13,294 90 |
| II. EQUIPMENT: | | | |
| Steam locomotives..... | | \$ Cr. 5,700 00 | \$ Cr. 5,700 00 |
| Work equipment..... | | 228 33 | 228 33 |
| Total..... | | \$ Cr. 5,471 67 | \$ Cr. 5,471 67 |
| RECAPITULATION. | | | |
| I. Road..... | \$ 10,916 77 | \$ 2,378 13 | \$ 13,294 90 |
| II. Equipment..... | | Cr. 5,471 67 | Cr. 5,471 67 |
| Total—Entire line..... | | \$ Cr. 3,083 54 | \$ 7,823 23 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|--|-------------------|
| | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 1,452,098 71 |
| Equipment..... | 9,847 08 |
| Investment since June 30, 1907..... | 7,823 23 |
| Total..... | \$ 1,469,769 02 |
| Reserve for accrued depreciation—Cr..... | 3,474 03 |
| Net total..... | \$ 1,466,294 99 |
| Cost per mile of line..... | 105,035 46 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|---|--------------|--------------|
| Rail operations—Revenues..... | \$ 82,256 47 | |
| Rail operations—Expenses..... | 58,624 99 | |
| Net revenue—Rail operations..... | | \$ 23,631 48 |
| Net railway operating revenue..... | | \$ 23,631 48 |
| Railway tax accruals..... | | 3,764 64 |
| Railway operating income (or loss)..... | | \$ 19,866 84 |
| OTHER INCOME: | | |
| Net profit from miscellaneous physical property..... | \$ 676 28 | |
| Income from funded securities..... | 33,300 00 | |
| Total other income..... | | 33,976 28 |
| Gross income..... | | \$ 53,843 12 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Deductions for lease of other roads..... | \$ 33,300 00 | |
| Hire of equipment—debit balance..... | 7,724 06 | |
| Joint facility rent deductions..... | 360 00 | |
| Miscellaneous tax accruals..... | 149 07 | |
| Interest deductions for funded debt..... | 56,760 00 | |
| Total deductions..... | | 98,293 13 |
| Net (loss)..... | | \$ 44,450 01 |
| Income balance transferred to debit of profit and loss..... | | \$ 44,450 01 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|---------------|---------------|
| Balance (at beginning of fiscal period)..... | \$ 633,056 75 | |
| Debit balance transferred from income account..... | 44,450 01 | |
| Balance debit (at end of fiscal period) carried to general balance sheet..... | | \$ 677,506 76 |
| Total..... | \$ 677,506 76 | \$ 677,506 76 |

SECURITIES OWNED—STOCKS.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | DIVIDENDS DECLARED | |
|---|--------------------|-----------------------|--------------------|--------|
| | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: Railway Companies—Active: Chesapeake and Western R. R. Co.... | \$ 532,000 | \$ 532,000 | | |

SECURITIES OWNED—FUNDED DEBT.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | INTEREST ACCRUED | |
|--|--------------------|-----------------------|------------------|--------------|
| | Total Par Value | Cost or Book Value | Rate | Amount |
| Funded debt of proprietary, affiliated and controlled companies held for invest- ment: Railway Companies—Active: Chesapeake and Western R. R. Co.... | \$ 666,000 | \$ 666,000 | 5 | \$ 33,300 00 |

SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY OR OUT-
SIDE OPERATIONS AND MISCELLANEOUS INVEST-
MENTS—PHYSICAL PROPERTY.*Miscellaneous Investments—Physical Property.*

| DESIGNATION | Revenue (or Income) | Expenses | Net Income or Loss | Taxes |
|--------------------------|------------------------|-----------|-----------------------|-----------|
| Outside real estate..... | \$ 1,323 49 | \$ 647 21 | \$ 676 28 | \$ 149 07 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| FACILITY LEASED | LOCATION | Name of Lessor | Amount |
|--------------------------|-----------------|----------------------------|-----------|
| Yards and terminals..... | Elkton, Va..... | Norfolk and Western Ry. Co | \$ 380 00 |

Deductions for Lease of Other Roads.

| ROAD LEASED | Interest on Bonds | Total |
|--|----------------------|--------------|
| Chesapeake and Western Railroad Company..... | \$ 33,300 00 | \$ 33,300 00 |

HIRE OF EQUIPMENT.

Equipment Leased.

| KIND OF EQUIPMENT | NAME OF LESSOR | Number of Units | Amount |
|-------------------------------|----------------------|--------------------|-------------|
| <i>Rents Accrued Payable:</i> | | | |
| Engine 105..... | W. E. D. Stokes..... | 1 | \$ 1,200 00 |
| Coach 151..... | W. E. D. Stokes..... | 1 | 360 00 |
| Total..... | | | \$ 1,560 00 |

HIRE OF EQUIPMENT—CONTINUED.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|------------------------------|------------------------------------|---|--------------------------------------|---------------------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCRUED ON EQUIPMENT: | | | | | |
| Freight locomotives..... | 30 | \$12 and \$10 | | | \$ 332 00 |
| Passenger-train cars..... | | | 19,928 | 4c, 3c, 2c, 2½c. | 308 66 |
| Freight-train cars..... | 14,400 | 30c, 35c, 45c and 50c..... | | | 5,579 15 |
| Total..... | | | | | \$ 6,219 81 |
| ACCRUED ON EQUIPMENT LOANED: | | | | | |
| Passenger locomotives..... | 1 | \$5.00 | | | \$ 5 00 |
| Freight-train cars..... | 263 | 65 at 30c 172 at 35c 26 at 45c | | | 91 40 |
| Total..... | | | | | \$ 96 40 |

Explanatory Remarks.

| | | |
|------------------------------|----|-----------|
| Freight locomotives: | | |
| 16 days at \$12.00..... | \$ | 192 00 |
| 14 days at \$10.00..... | | 140 00 |
| | | \$ 332 00 |
| Passenger-train cars: | | |
| 40 car miles at 4c..... | \$ | 1 60 |
| 180 car miles at 3c..... | | 4 80 |
| 992 car miles at 2c..... | | 19 84 |
| 18,736 car miles at 1½c..... | | 282 42 |
| | | 308 66 |
| Freight-train cars: | | |
| 1,376 car days at 30c..... | \$ | 412 80 |
| 6,946 car days at 35c..... | | 2,431 10 |
| 6,075 car days at 45c..... | | 2,733 75 |
| 3 car days at 50c..... | | 1 50 |
| | | 5,579 15 |

Private Cars.

| CARS USED | | Number Car Miles | COMPENSATION | |
|-----------------------------|-------------|---------------------|--------------|----------|
| Name of Owner | Description | | Rate | Amount |
| Armour & Co..... | Refg..... | 21 | ¾ | \$ 16 |
| Chilhowie Express Co..... | Tank..... | 130 | ¾ | 90 |
| Cudahy Produce Co..... | Refg..... | 60 | ¾ | 45 |
| Frisco Ref. Line..... | Refg..... | 8 | ¾ | 06 |
| Mather Stock Car Co..... | Stock..... | 245 | ¾ | 1 84 |
| Louisville L. S. T. Co..... | Stock..... | 111 | ¾ | 83 |
| Streets W. S. C. Line..... | Stock..... | 230 | ¾ | 1 72 |
| Western L. S. Ex..... | Stock..... | 124 | ¾ | 94 |
| Imperial Express Co..... | Tank..... | 4,500 | ¾ | 33 75 |
| Total..... | | 5,429 | | \$ 40 65 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|--------------|
| Equipment leased..... | | \$ 1,560 00 |
| Equipment interchanged..... | \$ 96 40 | 6,219 81 |
| Private cars..... | | 40 65 |
| Total..... | \$ 96 40 | \$ 7,820 46 |
| Balance, as shown in income statement..... | 7,724 06 | |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|-----------------|---|-----------------|----------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 1,452,098 71 | Road..... | \$ 1,452,098 71 | |
| 9,847 03 | Equipment..... | 9,847 08 | |
| 2,378 13 | Investment since June 30, 1907: | | |
| Cr. 5,471 67 | Road..... | 13,294 90 | \$ 10,916 77 |
| | Equipment..... | Cr. 5,471 67 | |
| \$ 1,458,852 25 | | \$ 1,469,789 02 | \$ 10,916 77 |
| 2,602 83 | | 3,474 03 | 781 20 |
| | Reserve for accrued depreciation—Cr..... | | |
| \$ 1,456,159 42 | Total..... | \$ 1,466,294 99 | \$ 10,135 57 |
| | <i>II. Securities:</i> | | |
| | Securities of proprietary, affiliated and controlled companies—Pledged: | | |
| \$ 532,000 00 | Stocks..... | \$ 532,000 00 | |
| 666,000 00 | Funded debt..... | 666,000 00 | |
| \$ 1,198,000 00 | Total..... | \$ 1,198,000 00 | |
| | <i>III. Other Investments:</i> | | |
| | Miscellaneous investments: | | |
| \$ 8,500 00 | Physical property..... | \$ 8,500 00 | |
| | WORKING ASSETS | | |
| \$ 3,730 89 | Cash..... | \$ 603 34 | \$ *4,334 23 |
| 300 02 | Traffic and car-service balances due from other companies..... | | *300 02 |
| 2,360 51 | Net balance due from agents and conductors..... | 2,351 61 | *8 90 |
| 4,599 86 | Miscellaneous accounts receivable..... | 1,633 05 | *2,966 81 |
| 3,982 82 | Materials and supplies..... | 2,293 68 | *1,689 14 |
| \$ 14,974 10 | Total..... | \$ 5,675 00 | \$ *9,299 10 |
| | ACCRUED INCOME NOT DUE: | | |
| \$ 13,875 00 | Unmatured interest, dividends and rents receivable..... | \$ 13,875 00 | |
| | DEFERRED DEBIT ITEMS | | |
| \$ 256 40 | Rents and insurance paid in advance..... | \$ 256 41 | \$ 01 |
| 217 80 | Other deferred debit items..... | 327 77 | 109 97 |
| \$ 474 20 | Total..... | \$ 584 18 | \$ 109 98 |
| | PROFIT AND LOSS | | |
| \$ 633,056 75 | Balance..... | \$ 677,506 76 | \$ 44,450 01 |
| \$ 3,325,039 47 | Grand total..... | \$ 3,370,435 93 | \$ 45,396 46 |

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

| JUNE 30, 1912 | LIABILITIES | JUNE 30, 1913 | Increase or Decrease |
|-----------------|---|-----------------|-------------------------|
| Amount | | Amount | |
| | Stock | | |
| \$ 811,200 00 | Common stock..... | \$ 811,200 00 | |
| 608,400 00 | Preferred stock..... | 608,400 00 | |
| \$ 1,419,600 00 | Total..... | \$ 1,419,600 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 1,419,000 00 | Mortgage bonds..... | \$ 1,419,000 00 | |
| | WORKING LIABILITIES | | |
| \$ 3,177 84 | Traffic and car-service balances due to other companies..... | 4,679 65 | |
| 8,085 71 | Audited vouchers and wages unpaid..... | 5,652 76 | |
| 459,190 00 | Matured interest, dividends and rents unpaid..... | 505,670 00 | |
| \$ 470,453 55 | Total..... | \$ 516,002 41 | \$ 45,548 86 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 13,875 00 | Unmatured interest, dividends and rents payable..... | \$ 13,875 00 | |
| 2,110 92 | Taxes accrued..... | 1,958 52 | |
| \$ 15,985 92 | Total..... | \$ 15,833 52 | \$ *152 40 |
| \$ 3,325,039 47 | Grand total..... | \$ 3,370,435 93 | \$ 45,396 46 |

*Decrease.

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | FREIGHT ORIGINATING ON THIS ROAD | | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TON-NAOE | |
|---|----------------------------------|-----------------------------|---|------------------------|-----------|
| | Delivered to Consignee | Delivered to Other Carriers | | NAOE | |
| | Whole Tons | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | | |
| Grain..... | 980 | 1,667 | 1,791 | 4,438 | 5.87 |
| Flour..... | 93 | 3,658 | 306 | 4,057 | 5.37 |
| Other mill products..... | 242 | 61 | 482 | 785 | 1.04 |
| Hay..... | 73 | 1,749 | 217 | 2,039 | 2.69 |
| Fruit and vegetables..... | 32 | 947 | 13 | 992 | 1.31 |
| Total..... | 1,420 | 8,082 | 2,809 | 12,311 | 16.28 |
| <i>Products of Animals:</i> | | | | | |
| Live stock..... | 9 | 1,241 | ----- | 1,250 | 1.65 |
| Hides and leather..... | 13 | 49 | 61 | 123 | .16 |
| Total..... | 22 | 1,290 | 61 | 1,373 | 1.81 |
| <i>Products of Mines:</i> | | | | | |
| Anthracite coal..... | ----- | ----- | 904 | 904 | 1.19 |
| Bituminous coal..... | ----- | ----- | 24,786 | 24,786 | 32.76 |
| Coke..... | ----- | ----- | 28 | 28 | .04 |
| Stone, sand and other like articles..... | 1,282 | 928 | 218 | 2,428 | 3.21 |
| Total..... | 1,282 | 928 | 25,936 | 28,146 | 37.20 |
| <i>Products of Forests:</i> | | | | | |
| Lumber..... | 305 | 6,850 | 766 | 7,921 | ----- |
| Other products of forests..... | 3,863 | 3,121 | 1,332 | 8,315 | ----- |
| Total..... | 4,167 | 9,971 | 2,098 | 16,236 | 21.47 |
| <i>Manufactures:</i> | | | | | |
| Petroleum and other oils..... | 53 | 32 | 104 | 189 | .25 |
| Iron and steel rails..... | ----- | 247 | ----- | 247 | .32 |
| Other castings and machinery..... | 39 | 215 | 151 | 405 | .53 |
| Bar and sheet metal..... | ----- | ----- | 33 | 33 | .05 |
| Cement, brick and lime..... | 998 | 1,377 | 807 | 3,182 | 4.20 |
| Agricultural implements..... | 67 | 161 | 97 | 325 | .43 |
| Wagons, carriages, tools, etc..... | 3 | 17 | 54 | 74 | .10 |
| Household goods and furniture..... | 31 | 86 | 55 | 172 | .22 |
| Other manufactures..... | 92 | 3,682 | 3,768 | 7,542 | 9.96 |
| Total..... | 1,283 | 5,817 | 5,069 | 12,169 | 16.06 |
| Merchandise..... | 889 | 395 | 1,551 | 2,835 | 3.75 |
| Miscellaneous: Other commodities not mentioned above..... | 696 | 547 | 1,347 | 2,590 | 3.43 |
| Total tonnage—State..... | 9,759 | 27,030 | 38,871 | 75,660 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|---|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 3,827 | 51,846 | 2,450 | 4 | 7 25 |
| Hay..... | 1,965 | 24,309 | 1,267 | 5 | 2 00 |
| Live stock..... | 1,237 | 20,720 | 1,189 | 5 | 7 39 |
| Anthracite coal..... | 904 | 9,519 | 186 | 1 | 9 54 |
| Bituminous coal..... | 24,554 | 540,310 | 16,306 | 3 | 0 18 |
| Lumber..... | 7,632 | 209,383 | 4,420 | 2 | 1 12 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|---|-------------------|---------|--------|---------|
| | TRAINMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Struck by trains, locomotives, or cars..... | 1 | ----- | 1 | ----- |

Average number employed during year: Trainmen, 9; switch tenders, crossing tenders and watchmen, 1; stationmen, 14; shopmen, 9; trackmen, 30; telegraph employees, 2; other employees, 5; total, 70.

| KIND OF ACCIDENT | OTHER PERSONS | | | |
|---|---------------|---------|--------|---------|
| | TRESPASSING | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Struck by trains, locomotives, or cars: At points along track..... | 1 | 1 | 1 | 1 |

| SUMMARY | TOTAL | |
|------------------------|--------|---------|
| | Killed | Injured |
| TABLE A: | | |
| Railway employees..... | 1 | ----- |
| Other persons..... | 1 | 1 |
| Grand total..... | 2 | 1 |

CHARACTERISTICS OF ROAD—ENTIRE LINE.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|--------------------------|-------|------------------|---------------------------------|-------------------------|----------------------|--------|----------------|--------------------------------------|--------|-----------------|---------------------------------------|
| From | To. | Miles | Number of Curves | Aggregate Length of Curved Line | Length of Straight Line | Length of Level Line | Number | Sum of Ascents | Aggregate Length of Ascending Grades | Number | Sum of Descents | Aggregate Length of Descending Grades |
| Elkton Jct..... | Bridgewater, Va..... | 26.67 | 85 | 10.50 | 16.17 | 4.64 | 21 | 912.00 | 11.86 | 20 | 685.00 | 10.17 |
| Bridgewater..... | North River Gap, Va..... | 13.96 | 34 | 6.07 | 7.89 | 3.03 | 11 | 375.00 | 10.93 | --- | --- | --- |
| Total..... | ..... | 40.63 | 119 | 16.57 | 24.06 | 7.67 | 32 | 1,287.00 | 22.79 | 20 | 685.00 | 10.17 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|-----------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| Bridges: | | | | | | |
| Iron..... | 3 | 480 | 130 | 200 | | |
| Trestles..... | 54 | 6,197 | 4 | 1,010 | | |
| Overhead Highway Crossings: | | | | | | |
| Bridges..... | 2 | | | | 20 | |

Gauge of track: 4 feet, 8½ inches; 40.63 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line | Miles of Wire | NAME OF OWNER | NAME OF OPERATING COMPANY |
|------------------|------------------|---------------------------------|------------------------------|
| 40.00 | 40.00 | Western Union Telegraph Co..... | Western Union Telegraph Co. |

Cumberland Valley and Martinsburg Railroad Company

HISTORY

Exact name of common carrier making this report—Cumberland Valley and Martinsburg Railroad Company.

Date of organization—March 17, 1888.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Laws of Virginia and West Virginia. Virginia: Acts July 9, 1870, February 24, 1888, and December 19, 1889. West Virginia: Acts February 19, 1868 and February 28, 1870.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—The Martinsburg and Potomac Railroad Company was merged into the Cumberland Valley and Martinsburg Railroad Company under authority of an act of Virginia, approved December 19, 1889.

Date and authority for each consolidation—January 13, 1890. Act of Virginia, approved December 19, 1889.

If a reorganized company, give name of original corporation and refer to laws under which it was organized. The Martinsburg and Potomac Railroad Company was incorporated under acts of West Virginia, approved February 19, 1868, amended act approved February 28, 1890. Act of Virginia, approved July 9, 1870, amended act approved February 24, 1888, and act approved December 19, 1889.

The Martinsburg and Potomac Railroad was sold under a decree of the circuit court of Berkeley County, West Virginia and a new company organized March 17, 1888, under the corporate title "Cumberland Valley and Martinsburg Railroad Company."

What carrier operates the road of this company?—The Cumberland Valley Railroad Company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|------------------------|-----------------------------|-------------------------------------|
| M. C. Kennedy..... | Chambersburg, Pa..... | Fourth Tuesday in January, 1914. |
| H. A. Riddle..... | Chambersburg, Pa..... | |
| C. M. Davison..... | Chambersburg, Pa..... | |
| J. H. Tonge..... | Chambersburg, Pa..... | |
| R. R. Blydenburgh..... | Chambersburg, Pa..... | |
| W. A. Gard..... | Martinsburg, W. Va..... | |
| G. C. Koons..... | Philadelphia, Pa..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|------------------------------------|----------------------------|--------------------------|
| President..... | M. C. Kennedy..... | Chambersburg, Pa. |
| Secretary..... | Adrian C. Nadenbousch..... | Martinsburg, W. Va. |
| Treasurer and Asst. Secretary..... | W. L. Ritchey..... | Chambersburg, Pa. |
| Auditor..... | C. M. Davison..... | Chambersburg, Pa. |
| Engineer..... | Thomas B. Kennedy..... | Chambersburg, Va. |
| Superintendent..... | J. H. Tonge..... | Chambersburg, Pa. |
| General Freight Agent..... | R. R. Blydenburgh..... | Chambersburg, Pa. |
| General Passenger Agent..... | H. A. Riddle..... | Chambersburg, Pa. |

Officer to whom correspondence concerning this report should be addressed: Name, C. M. Davison; title, Auditor; address, Chambersburg, Pa.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

- Date of last meeting of stockholders for election of directors—January 28, 1913.
 Date of last closing of stock books before end of year for which this report is made—Do not close.
 Total number of stockholders of record.—12.
 Has each share of stock one vote?—Yes.
 Has any issue of securities contingent voting rights?—No.
 Has any issue of securities special privileges in the election of directors?—No.
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:
 (a) The form of control, whether sole or joint—Sole.
 (b) The name of the controlling corporation or corporations—The Cumberland Valley Railroad Company.
 (c) The manner in which control was established—Stock ownership.
 (d) The extent of control—100 per cent.
 (e) Whether control was direct or indirect—Direct.
 Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Class of Roads Named |
|--|-----------------------|---------------------|---|
| | From | To | |
| <i>Main Line:</i> Cumberland Valley and Martinsburg Railroad Company..... | Potomac River, W. Va. | Winchester, Va..... | 33.66 |

STATE OF VIRGINIA.

| | | | |
|--|-------------------------------|---------------------|------|
| <i>Main Line:</i> Cumberland Valley and Martinsburg Railroad Company..... | West Virginia State line..... | Winchester, Va..... | 9.18 |
|--|-------------------------------|---------------------|------|

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OPERATING COMPANY | LEASE OR AGREEMENT | | | | | Concise Summary of Provisions |
|---|--------------------|----------------|------|------|--|---|
| | Miles of Line | Date | TERM | | | |
| | | | From | To | | |
| The Cumberland Valley Railroad Co. | 33.66 | March 7, 1888. | 1888 | 1887 | | The receipts shall be applied to the cost of maintaining, keeping and perpetuating the property and equipment used thereon and all other expenses of operation including taxes, insurance, etc. The balance to be paid to the lessor. |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|------------------------------------|----------------------------|--------------------------|
| President..... | M. C. Kennedy..... | Chambersburg, Pa. |
| Secretary..... | Adrian C. Nadenbousch..... | Martinsburg, W. Va. |
| Treasurer and Asst. Secretary..... | W. L. Ritchey..... | Chambersburg, Pa. |
| Auditor..... | C. M. Davison..... | Chambersburg, Pa. |
| Engineer..... | Thomas B. Kennedy..... | Chambersburg, Va. |
| Superintendent..... | J. H. Tonge..... | Chambersburg, Pa. |
| General Freight Agent..... | R. R. Blydenburgh..... | Chambersburg, Pa. |
| General Passenger Agent..... | H. A. Riddle..... | Chambersburg, Pa. |

Officer to whom correspondence concerning this report should be addressed: Name, C. M. Davison; title, Auditor; address, Chambersburg, Pa.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—January 28, 1913.

Date of last closing of stock books before end of year for which this report is made—Do not close.

Total number of stockholders of record.—12.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—The Cumberland Valley Railroad Company.

(c) The manner in which control was established—Stock ownership.

(d) The extent of control—100 per cent.

(e) Whether control was direct or indirect—Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Class of Roads Named |
|--|-----------------------|---------------------|---|
| | From | To | |
| <i>Main Line:</i> Cumberland Valley and Martinsburg Railroad Company..... | Potomac River, W. Va. | Winchester, Va..... | 33.66 |

STATE OF VIRGINIA.

| | | | |
|--|-------------------------------|---------------------|------|
| <i>Main Line:</i> Cumberland Valley and Martinsburg Railroad Company..... | West Virginia State line..... | Winchester, Va..... | 9.18 |
|--|-------------------------------|---------------------|------|

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| LEASE OR AGREEMENT | | | | | |
|---|---------------|----------------|------|------|---|
| NAME OF OPERATING COMPANY | Miles of Line | Date | TERM | | Concise Summary of Provisions |
| | | | From | To | |
| The Cumberland Valley Railroad Co. | 33.66 | March 7, 1888. | 1888 | 1887 | The receipts shall be applied to the cost of maintaining, keeping and perpetuating the property and equipment used thereon and all other expenses of operation including taxes, insurance, etc. The balance to be paid to the lessor. |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 700,000 | \$ 700,000 | ----- | 33.66 | \$ 29,796 |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | From Special Appropriations | Total |
|--|---|--------------------------------|---------------|
| Right of way and station grounds..... | ----- | \$ 3,635 59 | \$ 3,635 59 |
| Widening cuts and fills..... | ----- | 46 10 | 46 10 |
| Grade reductions and changes of line..... | ----- | 1,553 81 | 1,553 81 |
| Track fastenings and appurtenances..... | ----- | 2,991 84 | 2,991 84 |
| Sidings and spur tracks..... | ----- | 1,772 88 | 1,772 88 |
| Terminal yards..... | \$ 335,973 70 | ----- | 335,973 70 |
| Block and other signal apparatus..... | ----- | 1,040 90 | 1,040 90 |
| Other additions and betterments—Coal trestle, Winchester, Va..... | ----- | 1,524 23 | 1,524 23 |
| Total..... | \$ 335,973 70 | \$ 12,565 35 | \$ 348,539 05 |

STATE OF VIRGINIA.

| | | | |
|---------------------------------------|-------|-------------|--------------|
| Right of way and station grounds..... | ----- | \$ 1,711 38 | \$ 1,711 33 |
| Sidings and spur tracks..... | ----- | 1,853 98 | 1,853 98 |
| Other additions and betterments..... | ----- | 1,524 23 | 1,524 23 |
| Total—State of Virginia..... | ----- | \$ 5,089 56 | \$ 15,089 56 |

CUMBERLAND VALLEY AND MARTINSBURG RAILROAD COMPANY 205

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Engineering..... | \$ 562 26 | \$ 38 62 | \$ 600 88 |
| Right of way and station grounds..... | 3,644 34 | 379 61 | 4,023 95 |
| Real estate..... | | 29,214 70 | 29,214 70 |
| Grading..... | 332,626 46 | 27,792 51 | 360,418 97 |
| Bridges, trestles and culverts..... | 54 54 | 2,385 44 | 2,439 98 |
| Ties..... | 619 84 | 5,855 79 | 6,475 63 |
| Rails..... | 1,859 06 | 10,540 77 | 12,439 83 |
| Frogs and switches..... | 173 79 | 1,707 06 | 1,880 85 |
| Track fastenings and other material..... | 3,020 02 | 4,956 64 | 7,976 66 |
| Ballast..... | 226 54 | 4,145 40 | 4,371 94 |
| Track laying and surfacing..... | 1,333 56 | 8,817 93 | 10,151 49 |
| Fencing right of way..... | 85 81 | 65 08 | 150 89 |
| Crossings and signs..... | 134 26 | 117 72 | 251 98 |
| Interlocking and other signal apparatus..... | 1,177 91 | 719 49 | 1,897 40 |
| Telegraph and telephone lines..... | 1,394 50 | 2,893 67 | 4,288 17 |
| Station buildings and fixtures..... | | 2,488 24 | 2,488 24 |
| Storage warehouses..... | | 351 36 | 351 36 |
| Miscellaneous structures..... | 1,586 16 | | 1,586 16 |
| Injuries to persons..... | | 20 00 | 20 00 |
| Total..... | \$ 348,539 05 | \$ 102,470 03 | \$ 451,009 08 |
| RECAPITULATION. | | | |
| I. Road..... | \$ 348,539 05 | \$ 102,470 03 | \$ 451,009 08 |
| Total—Entire line..... | \$ 348,539 05 | \$ 102,470 03 | \$ 451,009 08 |
| Total—State of Virginia..... | \$ 5,089 56 | \$ 21,680 72 | \$ 26,770 28 |

STATE OF VIRGINIA.

| | | | |
|--|--------------------|---------------------|---------------------|
| I. ROAD: | | | |
| Engineering..... | | \$ 20 43 | \$ 20 43 |
| Right of way and station grounds..... | \$ 1,720 13 | 27 93 | 1,748 06 |
| Real estate..... | | 10,864 76 | 10,864 76 |
| Grading..... | 94 90 | 3,602 40 | 3,697 30 |
| Bridges, trestles and culverts..... | | 245 74 | 245 74 |
| Ties..... | 322 57 | 1,052 95 | 1,375 52 |
| Rails..... | 753 32 | 1,865 23 | 2,618 55 |
| Frogs and switches..... | 57 79 | 247 00 | 304 79 |
| Track fastenings and other material..... | 269 02 | 644 50 | 913 52 |
| Ballast..... | 103 01 | 117 19 | 220 20 |
| Track laying and surfacing..... | 200 55 | 828 39 | 1,028 94 |
| Fencing right of way..... | 15 19 | 18 99 | 34 18 |
| Crossings and signs..... | | 116 10 | 116 10 |
| Interlocking and other signal apparatus..... | 20 29 | 2 94 | 23 23 |
| Telegraph and telephone lines..... | 8 56 | 787 14 | 795 70 |
| Station buildings and fixtures..... | | 887 67 | 887 67 |
| Storage warehouses..... | | 351 36 | 351 36 |
| Miscellaneous structures..... | 1,524 23 | | 1,524 23 |
| Total—State of Virginia..... | \$ 5,089 56 | \$ 21,680 72 | \$ 26,770 28 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--------------------------------------|-----------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 706,704 66 | \$ 216,127 26 |
| Investment since June 30, 1907 | 451,009 08 | 26,770 28 |
| Total..... | \$ 1,157,713 74 | \$ 242,897 54 |
| Net total..... | \$ 1,157,713 74 | \$ 242,897 54 |
| Cost per mile of line..... | \$ 34,394 35 | \$ 26,430 64 |

INCOME STATEMENT.

| | | |
|--|---------------|---------------|
| RAILWAY OPERATING INCOME: | | |
| Rail operations—Revenues..... | \$ 514,119 53 | |
| Rail operations—Expenses..... | 308,099 15 | |
| Net revenue—Rail operations..... | | \$ 206,020 38 |
| Net railway operating revenue..... | | \$ 206,020 38 |
| Railway tax accruals..... | | 9,540 47 |
| Railway operating income..... | | \$ 196,479 91 |
| OTHER INCOME: | | |
| Miscellaneous rent income..... | | \$ 2,066 02 |
| Gross income..... | | \$ 198,545 93 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Hire of equipment—Debit balance..... | | 61,306 07 |
| Net income..... | | \$ 137,240 86 |
| DISPOSITION OF NET INCOME: | | |
| Appropriations of income for additions and betterments..... | | 12,565 35 |
| Income balance transferred to credit of profit and loss..... | | \$ 124,675 51 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|---------------|---------------|
| Balance (at beginning of fiscal period)..... | | \$ 418,982 88 |
| Credit balance transferred from income account..... | | 124,675 51 |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | \$ 543,658 39 | |
| Total..... | \$ 543,658 39 | \$ 543,658 39 |

CUMBERLAND VALLEY AND MARTINSBURG RAILROAD COMPANY 207

RENTS RECEIVABLE.

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Expenses | Amount |
|--------------------------------------|----------------------|-------------|-------------|-------------|
| Dwellings, warehouses, etc..... | On line of road..... | \$ 6,823 76 | \$ 4,757 74 | \$ 2,066 02 |

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | Total Compensation |
|--------------------------------|--------------------|
| ACCURED ON EQUIPMENT BORROWED: | |
| Passenger locomotives..... | \$ 7,350 30 |
| Freight locomotives..... | 36,181 90 |
| Passenger-train cars..... | 2,375 17 |
| Freight-train cars..... | 15,397 70 |
| Total..... | \$ 61,305 07 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amount Payable |
|--|----------------|
| Equipment interchanged..... | \$ 61,305 07 |
| Total..... | \$ 61,305 07 |
| Balance, as shown in income statement..... | 61,305 07 |

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX On the Value Of Real and Personal Property | SPECIFIC TAX On Stocks, Bonds, Loans, Etc. | On Property Owned, not Used in Operation and Miscellaneous | Internal Revenue U. S. Government | Total |
|--------------------|--|---|--|-----------------------------------|-------------|
| West Virginia..... | \$ 5,210 75 | \$ 280 00 | \$ 26 24 | ----- | \$ 5,516 99 |
| Virginia..... | 2,854 58 | 25 00 | 57 57 | ----- | 2,937 15 |
| | | | | \$ 1,086 33 | 1,086 33 |
| Total..... | \$ 8,065 33 | \$ 305 00 | \$ 83 81 | \$ 1,086 33 | \$ 9,540 47 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|-----------------|---|-----------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 706,704 66 | Road..... | \$ 706,704 66 | |
| 102,470 03 | Investment since June 30, 1907: | | |
| | Road..... | 451,009 08 | |
| \$ 809,174 69 | Total..... | \$ 1,157,713 74 | \$ 348,539 05 |
| | WORKING ASSETS | | |
| \$ 412,278 22 | Miscellaneous accounts receivable..... | \$ 200,980 03 | \$ *211,298 19 |
| \$ 1,221,452 91 | Grand total..... | \$ 1,358,693 77 | \$ 137,240 86 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 700,000 00 | Common stock..... | \$ 700,000 00 | |
| | APPROPRIATED SURPLUS | | |
| \$ 102,470 03 | Additions to property since June 30, 1907, through income..... | \$ 115,035 38 | \$ 12,565 35 |
| | PROFIT AND LOSS | | |
| \$ 418,982 88 | Balance..... | \$ 543,658 39 | \$ 124,675 51 |
| \$ 1,221,452 91 | Grand total..... | \$ 1,358,693 77 | \$ 137,240 86 |

*Decrease.

CUMBERLAND VALLEY AND MARTINSBURG RAILROAD COMPANY 209

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 2,912 | 32,922 | 36,834 | .43 |
| Flour..... | 322 | 15,447 | 15,769 | .19 |
| Other mill products..... | 142 | 37,683 | 37,825 | .45 |
| Hay..... | 1,343 | 3,562 | 4,905 | .06 |
| Tobacco..... | 88 | 2,809 | 2,897 | .03 |
| Cotton..... | 17,891 | 3,917 | 3,917 | .05 |
| Fruit and vegetables..... | 243 | 6,361 | 24,252 | .29 |
| Other products of agriculture..... | | 363 | 606 | .01 |
| Total..... | 22,941 | 103,064 | 126,005 | 1.51 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 1,867 | 2,474 | 4,341 | .05 |
| Dressed meats..... | 5 | 10,420 | 10,425 | .13 |
| Other packing-house products..... | 14 | 130 | 144 | |
| Poultry, game and fish..... | 44 | 1,566 | 1,610 | .02 |
| Wool..... | 10 | 1,204 | 1,214 | .01 |
| Hides and leather..... | 93 | 5,039 | 5,132 | .06 |
| Other products of animals..... | 58 | 2,993 | 3,051 | .04 |
| Total..... | 2,091 | 23,826 | 25,917 | .31 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | 2 | 115,493 | 115,495 | 1.38 |
| Bituminous coal..... | 71 | 6,465,923 | 6,465,994 | 77.43 |
| Coke..... | 46 | 282,901 | 282,947 | 3.39 |
| Ores..... | | 47,442 | 47,442 | .57 |
| Stone, sand and other like articles..... | 183,113 | 53,791 | 236,904 | 2.84 |
| Other products of mines..... | 19 | 996 | 1,015 | .01 |
| Total..... | 183,251 | 6,966,546 | 7,149,797 | 85.62 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 5,460 | 125,850 | 131,310 | 1.57 |
| Other products of forests..... | 2,244 | 244 | 2,488 | .03 |
| Total..... | 7,704 | 126,094 | 133,798 | 1.60 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 146 | 29,246 | 29,392 | .35 |
| Sugar..... | 12 | 3,982 | 3,994 | .05 |
| Naval stores..... | | 34 | 34 | |
| Iron, pig and bloom..... | | 28,275 | 28,275 | .34 |
| Iron and steel rails..... | 20 | 10,598 | 10,618 | .13 |
| Other castings and machinery..... | 1,137 | 64,403 | 65,540 | .78 |
| Bar and sheet metal..... | 29 | 320,254 | 320,283 | 3.84 |
| Cement, brick and lime..... | 38,372 | 62,451 | 100,823 | 1.21 |
| Agricultural implements..... | 61 | 3,607 | 3,668 | .04 |
| Wagons, carriages, tools etc..... | 1,198 | 1,818 | 3,016 | .04 |
| Wines, liquors and beers..... | 123 | 4,232 | 4,355 | .05 |
| Household goods and furniture..... | 181 | 2,354 | 2,535 | .03 |
| Other manufactures..... | 3,683 | 99,077 | 102,760 | 1.23 |
| Total..... | 44,962 | 630,331 | 675,293 | 8.09 |
| Merchandise..... | 2,477 | 92,227 | 94,704 | 1.13 |
| Miscellaneous: Other commodities not men- tioned above..... | 789 | 144,237 | 145,026 | 1.74 |
| Total tonnage..... | 264,215 | 8,066,325 | 8,350,540 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | FREIGHT ORIGINATING ON THIS ROAD | | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|-----------------------------|---|-----------------------|-----------|
| | Delivered to Consignee | Delivered to Other Carriers | | | |
| | Whole Tons | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | | |
| Grain..... | 50 | ----- | ----- | 50 | 8.44 |
| Other mill products..... | 13 | ----- | ----- | 13 | 2.20 |
| Hay..... | 11 | ----- | ----- | 11 | 1.88 |
| Fruit and vegetables..... | 93 | ----- | ----- | 93 | 15.71 |
| Other products of agriculture..... | 1 | ----- | ----- | 1 | .17 |
| Total..... | 168 | ----- | ----- | 168 | 28.38 |
| <i>Products of Mines:</i> | | | | | |
| Stone, sand and other like articles..... | 27 | ----- | ----- | 27 | 4.56 |
| Other products of mines..... | 1 | ----- | ----- | 1 | .17 |
| Total..... | 28 | ----- | ----- | 28 | 4.73 |
| <i>Products of Forests:</i> | | | | | |
| Lumber..... | 10 | ----- | ----- | 10 | 1.69 |
| Other products of forests..... | 17 | ----- | ----- | 17 | 2.87 |
| Total..... | 27 | ----- | ----- | 27 | 4.56 |
| <i>Manufactures:</i> | | | | | |
| Petroleum and other oils..... | 8 | ----- | ----- | 8 | 1.35 |
| Sugar..... | 1 | ----- | ----- | 1 | .17 |
| Cement, brick and lime..... | 6 | ----- | ----- | 6 | 1.01 |
| Agricultural implements..... | 14 | ----- | ----- | 14 | 2.36 |
| Other manufactures..... | 154 | ----- | ----- | 154 | 26.02 |
| Total..... | 183 | ----- | ----- | 183 | 30.91 |
| Merchandise..... | 115 | ----- | ----- | 115 | 19.43 |
| Miscellaneous: Other commodities not mentioned above..... | 71 | ----- | ----- | 71 | 11.99 |
| Total tonnage—State..... | 592 | ----- | ----- | 592 | 100.00 |

MILEAGE—ENTIRE LINE.

Mileage of Road Operated (All Tracks).

| LINE IN USE | LINE OWNED | Total Mileage | New Line Constructed During Year | RAILS |
|---------------------------------------|------------|------------------|---|-------|
| | Main Line | Operated | | Steel |
| ENTIRE LINE: | | | | |
| Miles of single track..... | 33.66 | 33.66 | ----- | 33.66 |
| Miles of yard track and sidings..... | 26.58 | 26.58 | 11.78 | 26.58 |
| Total mileage operated (all tracks) . | 60.24 | 60.24 | 11.78 | 60.24 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | |
|--|-------|-------|-------|-------|
| West Virginia..... | 24.47 | 24.47 | ----- | 24.47 |
| Virginia..... | 9.19 | 9.19 | ----- | 9.19 |
| Total mileage operated (single track)..... | 33.66 | 33.66 | ----- | 33.66 |

MILEAGE—ENTIRE LINE—CONTINUED.

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | Total Mileage | New Line Constructed During Year | RAILS |
|--|------------|------------------|---|-------|
| | Main Line | Owned | | Steel |
| West Virginia..... | 24.47 | 24.47 | ----- | 24.47 |
| Virginia..... | 9.19 | 9.19 | ----- | 9.91 |
| Total mileage operated (single track)..... | 33.66 | 33.66 | ----- | 33.66 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives or Cars.

None.

Average number employed during year: Trainmen, 17; switch tenders, crossing tenders and watchmen, 1; stationmen, 9; trackmen, 17; telegraph employees, 1; other employees, 8; total, 53.

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | PROFILE | | | | | | |
|-------------------------------|---------------------|-------|------------------|---|-------------------------------------|------------------|---------------------------|--|-------------------|----------------------------|---|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | | | | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| West Virginia State line.... | Winchester, Va..... | 9.19 | 6 | .94 | 8.25 | 7 | 181.50 | 5.21 | 4 | 66.50 | 2.12 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|------------------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| BRIDGES: | | | | | | |
| Stone..... | 1 | 16.00 | 16.00 | 16.00 | | |
| Iron..... | 2 | 47.00 | 19.00 | 28.00 | | |
| Total..... | 3 | 63.00 | | | | |
| Overhead Highway Crossings: | | | | | | |
| Bridges..... | 1 | | | | 19 | 2½ |

Gauge of track: 4 feet, 8½ inches; 9.19 miles.

TELEGRAPH.

Owned by Company Making this Report.

| TOTAL | | OPERATED BY THIS COMPANY | |
|---------------|---------------|--------------------------|---------------|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire |
| 9.19 | 27.57 | 9.19 | 27.57 |

Danville and Western Railway Company

HISTORY.

Exact name of common carrier making this report—Danville and Western Railway Company.

Date of organization—January 14, 1891.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Charter March 29, 1873, State of Virginia; amended Acts 1876-7, page 163; amended Acts 1881-2, pages 256-259; amended Acts 1885-6, pages 317-362.

Date and authority for each consolidation—January 9, 1891, decree of court at Lynchburg, Va.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—Danville and New River Railroad; Acts 1872-3, chapter 286, approved March 29, 1873; Acts 1876-7, chapter 172, approved March 20, 1877.

Under decree of court at Lynchburg, on January 9, 1891, the Danville and New River Railroad was sold to Wilcox Brown, agent for creditors. Under the general law and same deed he had the right to assume a different name and the corporation of the Danville and Western Railway was thus effected under the same deed conveying the property to Brown.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-------------------------|-----------------------------|--|
| A. B. Andrews | Raleigh, N. C. | January each year or until successor is elected. |
| C. N. Freeman | Raleigh, N. C. | |
| J. P. Swanson | Danville, Va. | |
| R. A. Schoolfield | Danville, Va. | |
| J. I. Pritchett | Danville, Va. | |
| B. Frank Mebane | Spray, N. C. | |
| J. B. Sparrow | Martinsville, Va. | |
| Pannill Rucker | Martinsville, Va. | |
| W. G. Lee | Spartanburg, S. C. | |
| J. H. Rangely | Stuart, Va. | |
| Samuel Hairston | Oak Hill, Va. | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|------------------------------|---------------------|--------------------------|
| Chairman of the Board | A. B. Andrews | Raleigh, N. C. |
| President | A. B. Andrews | Raleigh, N. C. |
| Secretary | C. D. Mackay | Raleigh, N. C. |
| Treasurer | C. L. Booth | Danville, Va. |
| Comptroller | A. H. Plant | Washington, D. C. |
| Auditor | T. B. Cowper | Danville, Va. |
| General Superintendent | Theo. Parker | Danville, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, T. B. Cowper; title, Auditor; address, Danville, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors--Third Wednesday in January, 1913.

Date of last closing of stock books before end of year for which this report is made--Stock books not closed.

Total number of stockholders of record.--12.

Has each share of stock one vote?--Yes.

Has any issue of securities contingent voting rights?--No.

Has any issue of securities special privileges in the election of directors?--No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?--This company is advised that the Southern Railway Company has reported to Interstate Commerce Commission that it controls this company through ownership of its entire capital stock.

ROAD OPERATED--ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--------------------------------------|------------------------|-----------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> | | | | |
| Danville and Western Ry. | Stokesland, Va..... | Stuart, Va..... | 70.37 | |
| D. M. and S. W. (now D. and W.)..... | Leakesville Jct., Va.. | Leakesville, N. C.... | 7.63 | 78.00 |
| <i>Trackage Rights:</i> | | | | |
| Southern Railway..... | Danville, Va..... | Stokesland, Va..... | 5.00 | 5.00 |
| Total | | | | 83.00 |

STATE OF VIRGINIA.

| | | | | |
|-------------------------------------|---------------------|---------------------|-------|-------|
| <i>Main Line:</i> | | | | |
| Danville and Western Ry. | Stokesland, Va..... | Stuart, Va..... | 70.37 | 70.37 |
| <i>Trackage Rights:</i> | | | | |
| Southern Railway..... | Danville, Va..... | Stokesland, Va..... | 5.00 | 5.00 |
| Total mileage operated | | | | 75.37 |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not held by Re- spondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>Mortgage Bonds:</i> First mortgage..... | 1891 | 1936 | \$ 1,052,000 | \$ 1,052,000 | ----- | ----- | ----- | \$ 1,052,000 | 5 | A. & O. | \$ 52,600 00 | \$ 52,550 00 |

FUNDED DEBT—CONTINUED—EQUIPMENT TRUST OBLIGATIONS.
General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | Equipment Covered | REMARKS |
|------------------------------|------------------|--------------------|--------------------|--|---|
| Notes 1 to 32 inclusive..... | Feb. 10, 1913... | One each month.... | 32 | Forty 30-ton steel under-frame ventilated box cars, Nos. 2010 to 2049 inclusive..... | The title to and ownership of these cars remains with the Lenoir Car Works, its successors or assigns, until all notes and interest thereon are paid. The railway company has the privilege of paying any or all notes before due date. |

Statement of Amount.

| SERIES OR OTHER DESIGNATION | Cash Paid on Delivery of Equipment | DEFERRED PAYMENTS | | | | INTEREST | |
|------------------------------|------------------------------------|-------------------|--------------------|-----------------|--------------------|--------------------------------|-----------------------------|
| | | PRINCIPAL | | INTEREST | | Amount Accrued During the Year | Amount Paid During the Year |
| | | Original Amount | Amount Outstanding | Original Amount | Amount Outstanding | | |
| Notes 1 to 32 inclusive..... | \$ 4,600 00 | \$ 32,000 00 | \$ 19,000 00 | \$ 2,640 00 | \$ 2,185 00 | \$ 324 67 | \$ 95 00 |
| | | | | | | | 6 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD By RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | Amount Paid During the Year | | | |
|---|---------------------------------------|-------------|--------------------------|---------------------------------|---|---|-------------------------------------|-----------------------------------|--|--|--|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | | | | |
| | | | | | | Charged to Income | Charged to Construction | | | | |
| Mortgage bonds..... | \$ 1,052,000 | ----- | ----- | ----- | \$ 1,052,000 | \$ 52,600 00 | ----- | \$ 52,550 00 | | | |
| Equipment trust obligations..... | 19,000 | ----- | ----- | ----- | 19,000 | 324 67 | ----- | 95 00 | | | |
| Total..... | \$ 1,071,000 | ----- | ----- | ----- | \$ 1,071,000 | \$ 52,924 67 | ----- | \$ 52,645 00 | | | |
| PURPOSE OF THE ISSUE | | | | | | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized | | | |
| | | | | | | Total Par Value Issued During the Year | Total Par Value Out- standing | Total Cash Realized | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Issued for additions and betterments—Equipment..... | | | | | | | \$ 19,000 | | | | |
| Issued for reorganization..... | | | | | | | \$ 1,052,000 | No record. | | | |
| Total..... | | | | | | | \$ 1,071,000 | | | | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|--------------|------------------------|----------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 368,600 | \$ 368,600 | | 78.00 | \$ 4,726 |
| Funded debt..... | 1,071,000 | 1,071,000 | | 78.00 | 13,731 |
| Total..... | \$ 1,439,600 | \$ 1,439,600 | | 78.00 | \$ 18,457 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--------------------------------------|--|-----------------------------------|---------------|--|---|
| | From | To | Miles | | |
| First mortgage bonds..... | Stokesland, Va. Leakesville Jct., Va. | Stuart, Va. Leakesville, N. C. | 70.37 7.63 | \$ 13.487 | Entire line and equipment. |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | From Special Appropriations | Property Retired or Converted | Total |
|--|---|--------------------------------|-------------------------------------|--------------|
| Bridges, trestles and culverts..... | | \$ 2,202 61 | | \$ 2,202 61 |
| Increased weight of rails..... | | 3,267 80 | | 3,267 80 |
| Ballast..... | | 6,519 73 | | 6,519 73 |
| Sidings and spur tracks..... | | 1,588 93 | | 1,588 93 |
| Station buildings and fixtures..... | \$ 8,890 42 | | | 8,890 42 |
| Roadway machinery and tools..... | | 47 50 | | 47 50 |
| Shops, enginehouses and turn- tables..... | | 2,111 22 | | 2,111 22 |
| Shop machinery and tools..... | | 1,048 26 | | 1,048 26 |
| Equipment..... | 38,805 34 | | \$ 7,375 00 | 31,430 34 |
| Other additions and betterments..... | | 998 18 | | 998 18 |
| Total..... | \$ 47,695 76 | \$ 17,784 23 | \$ 7,375 00 | \$ 58,104 99 |

Explanatory Remarks:

| | |
|----------------------------------|-----------|
| Other Additions and Betterments: | |
| Section house, Cascade, Va..... | \$ 746 78 |
| File room, Danville, Va..... | 251 40 |
| | \$ 998 18 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Grading..... | \$ 37 25 | | |
| Bridges, trestles and culverts..... | 2,202 61 | | |
| Ties..... | 327 14 | | |
| Rails..... | 3,955 30 | | |
| Frogs and switches..... | 218 00 | | |
| Track fastenings and other material..... | 188 77 | | |
| Ballast..... | 6,519 73 | | |
| Track laying and surfacing..... | 130 27 | | |
| Roadway tools..... | 47 50 | | |
| Station buildings and fixtures..... | 8,890 42 | | |
| Shops, enginehouses and turntables..... | 2,111 22 | | |
| Shop machinery and tools..... | 1,048 26 | | |
| Miscellaneous structures..... | 998 18 | | |
| Total..... | \$ 26,674 65 | \$ 269,452 39 | \$ 296,127 04 |
| II. EQUIPMENT: | | | |
| Steam locomotives..... | \$Cr. 5,500 00 | | |
| Passenger-train cars..... | 2,183 64 | | |
| Freight-train cars..... | 34,196 70 | | |
| Work equipment..... | 550 00 | | |
| Total..... | \$ 31,430 34 | \$ 69,608 73 | \$ 101,039 07 |
| RECAPITULATION. | | | |
| I. Road..... | \$ 26,674 65 | \$ 269,452 39 | \$ 296,127 04 |
| II. Equipment..... | 31,430 34 | 69,608 73 | 101,039 07 |
| Total—Entire line..... | \$ 58,104 99 | \$ 339,061 12 | \$ 397,166 11 |
| Total—State of Virginia..... | \$ 52,422 32 | \$ 305,900 94 | \$ 358,323 26 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|-----------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 1,504,042 82 | \$ 1,356,947 42 |
| Equipment..... | 92,217 25 | 83,198 40 |
| Investment since June 30, 1907..... | 397,166 11 | 358,323 26 |
| Total..... | \$ 1,993,426 18 | \$ 1,798,469 08 |
| Reserve for accrued depreciation—Cr..... | 22,776 59 | 20,549 04 |
| Net total..... | \$ 1,970,649 59 | \$ 1,777,920 04 |
| Cost per mile of line..... | 25,264 74 | 25,265 31 |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—STATE OF VIRGINIA.

| ACCOUNT | From Cash or Other Working Assets | From Special Appropriations | Property Retired or Converted | Total |
|--|---|--------------------------------|-------------------------------------|--------------|
| Bridges, trestles and culverts..... | | \$ 1,987 20 | | \$ 1,987 20 |
| Increased weight of rail..... | | 2,948 21 | | 2,948 21 |
| Ballast..... | | 5,882 10 | | 5,882 10 |
| Sidings and spur tracks..... | | 1,433 53 | | 1,433 53 |
| Station buildings and fixtures..... | \$ 8,020 94 | | | 8,020 94 |
| Roadway machinery and tools..... | | 42 86 | | 42 86 |
| Shops, enginehouses and turn- tables..... | | 1,904 74 | | 1,904 74 |
| Shop machinery and tools..... | | 945 74 | | 945 74 |
| Equipment..... | 35,010 17 | | \$ 6,653 73 | 28,356 44 |
| Other additions and betterments..... | | 900 56 | | 900 56 |
| Total—State of Virginia..... | \$ 43,031 11 | \$ 16,044 94 | \$ 6,653 73 | \$ 52,422 32 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—STATE OF
VIRGINIA.

Cannot distribute, as a considerable amount is for adjustment of property accounts from January, 1901, to June 30, 1908.

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|--|---------------|---------------|
| Rail operations—Revenues..... | \$ 331,578 55 | |
| Rail operations—Expenses..... | 191,505 02 | |
| Net revenue—Rail operations..... | | \$ 140,073 53 |
| Net railway operating revenue..... | | \$ 140,073 53 |
| Railway tax accruals..... | | 14,474 53 |
| Railway operating income..... | | \$ 125,599 00 |
| OTHER INCOME: | | |
| Miscellaneous income..... | | 599 36 |
| Gross income..... | | \$ 126,198 36 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Hire of equipment—Debit balance..... | \$ 8,919 38 | |
| Joint facility rent deductions..... | 1,568 75 | |
| Miscellaneous rent deductions..... | 286 20 | |
| Interest deductions for funded debt..... | 52,924 67 | |
| Interest deductions for unfunded debt..... | 24,915 46 | |
| Total deductions..... | | 88,614 46 |
| Net income..... | | \$ 37,583 90 |
| DISPOSITION OF NET INCOME: | | |
| Appropriations of income for additions and betterments..... | | 17,784 23 |
| Income balance transferred to credit of profit and loss..... | | \$ 19,799 67 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|---------------|---------------|
| Balance (at beginning of fiscal period)..... | \$ 859,096 43 | |
| Credit balance transferred from income account..... | | \$ 19,799 67 |
| Miscellaneous debits..... | 1,177 78 | |
| Balance credit or debit (at end of fiscal period) carried to general balance sheet..... | | 840,474 54 |
| Total..... | \$ 860,274 21 | \$ 860,274 21 |
| Miscellaneous Debits: | | |
| Adjustment of error in previous year equipment destroyed credited through income to profit and loss..... | | \$ 641 36 |
| Transferred from bad debts account loss by failure of German American Company..... | | 482 76 |
| Transferred from bad debts account loss by failure of Lynchburg Paper Box Company..... | | 53 66 |
| | | \$ 1,177 78 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission?—No.

OPERATING RESERVES.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|---|----------------------------|-------------------------------|----------------------------------|----------------------------|
| Repairs to coach No. 74..... | \$ 1,480 75 | \$ 58 38 | \$ 1,519 13 | |
| Law account..... | 891 04 | 300 00 | 227 06 | \$ 963 98 |
| Personal injury claims..... | 2,742 98 | | 950 77 | 1,792 21 |
| Reserve for changes in road loco- motives..... | 99 00 | 8 25 | | 107 25 |
| Passenger-train cars..... | 328 16 | 27 18 | 43 44 | 309 90 |
| Freight-train cars..... | 296 88 | 24 74 | 11 25 | 310 37 |
| Total..... | \$ 5,816 81 | \$ 418 55 | \$ 2,751 65 | \$ 3,483 71 |

MISCELLANEOUS INCOME.

| SOURCE OF INCOME | AMOUNT |
|---|-----------|
| Interest accrued on special deposit, commercial bank..... | \$ 599 36 |

RENTS PAYABLE.

For Lease of Road.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|-------------------------------|-----------------------------------|---|-------------|
| Tracks..... | Danville, Va., to Stokesland, Va. | Southern Ry..... | \$ 1,560 00 |
| Yards and ter- minals..... | Koehler, Va..... | Taxes paid by Norfolk and West- ern Railway..... | 8 75 |
| Total..... | | | \$ 1,568 75 |

Miscellaneous Rent Deductions.

| Description of Property | LOCATION | NAME OF LESSOR | Amount |
|----------------------------|------------------------|-----------------------|-----------|
| Rent of rails..... | Spur tracks..... | Southern Railway..... | \$ 261 20 |
| Ground for "Y"..... | Leakesville, N. C..... | J. M. Hooper..... | 25 00 |
| Total..... | | | \$ 286 20 |

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|---------------------------|------------------------------------|---------|--------------------------------------|------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Days | Rate | Miles | Rate | |
| EQUIPMENT BORROWED: | | | | | |
| Passenger-train cars..... | 19 | \$ 5 00 | | | \$ 95 00 |
| Passenger-train cars..... | | | 350 | 10 | 35 00 |
| Passenger-train cars..... | | | 149 | 1 | 1 12 |
| Passenger-train cars..... | | | 664 | 1½ | 9 96 |
| Passenger-train cars..... | | | 172 | 3 | 5 16 |
| Freight-train cars..... | 24,562 | 35 | | | 8,596 70 |
| Freight-train cars..... | 21,478 | 30 | | | 6,443 40 |
| Freight-train cars..... | 34 | 25 | | | 8 50 |
| Total..... | 46,443 | | 1,335 | | \$ 15,194 84 |
| EQUIPMENT LOANED: | | | | | |
| Passenger-train cars..... | | | 578 | | \$ 17 34 |
| Freight-train cars..... | 13,168 | 35 | | | 4,608 80 |
| Freight-train cars..... | 10,970 | 30 | | | 3,291 00 |
| Freight-train cars..... | 30 | 25 | | | 7 50 |
| Total..... | 24,168 | | 578 | | \$ 7,924 64 |

HIRE OF EQUIPMENT.

Private Cars.

| CARS USED | | Number Car Miles | COMPENSATION | |
|-------------------------------|-------------------|---------------------|--------------|----------|
| Name of Owner | Description | | Rate | Amount |
| Arms Palace H. C. Co..... | Stock..... | 96 | 1/4 | \$ 72 |
| Armour Car Lines..... | Refrigerator..... | 954 | 1/4 | 7 16 |
| Central Fruit Despatch..... | Refrigerator..... | 56 | 1/4 | 42 |
| Dairy Shippers Despatch..... | Refrigerator..... | 94 | 1/4 | 70 |
| Mather, H. & S. Car Co..... | Stock..... | 70 | 1/4 | 53 |
| N. Y. Cent. & H. R. R. R..... | Refrigerator..... | 282 | 1/4 | 2 11 |
| Swift Refrigerator Line..... | Refrigerator..... | 16 | 1/4 | 12 |
| Union Ref. Trans. Co..... | Refrigerator..... | 330 | 1/4 | 2 48 |
| Union Tank Line..... | Tank..... | 504 | 1/4 | 3 78 |
| Total..... | | 2,402 | | \$ 18 02 |

RECAPITULATION OF HIRE OF EQUIPMENT

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|--------------|
| Equipment interchanged..... | \$ 10,870 40 | \$ 19,771 76 |
| Private cars..... | | 18 02 |
| Total..... | \$ 10,870 40 | \$ 19,789 78 |
| Balance, as shown in income statement..... | | 8,919 38 |

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX | SPECIFIC TAX | | | Internal Revenue U. S. Government | TOTAL |
|-----------------------|--|------------------------------|--|--|-----------------------------------|-------------|
| | On the Value of Real and Personal Property | On Stocks Bonds, Loans, Etc. | On Gross or Net Earnings, Revenue or Dividends | On Traffic, or Some Physical Quality of Property Operated, or on Privilege | | |
| Virginia..... | \$ 10,169 49 | \$ 25 00 | \$2,741 78 | | | \$12,936 27 |
| North Carolina..... | 535 57 | | | \$ 40 90 | | 576 47 |
| U. S. Government..... | | | | | \$ 961 79 | 961 79 |
| Total..... | \$ 10,705 06 | \$ 25 00 | \$2,741 78 | \$ 40 90 | \$ 961 79 | \$14,474 53 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|-----------------|--|-----------------|----------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 1,504,042 82 | Road..... | \$ 1,504,042 82 | |
| 92,217 25 | Equipment..... | 92,217 25 | |
| | Investment since June 30, 1907: | | |
| 269,452 39 | Road..... | 296,127 04 | \$ 58,104 99 |
| 69,608 73 | Equipment..... | 101,039 07 | 31,430 34 |
| \$ 1,935,321 19 | | \$ 1,993,426 18 | \$ 58,104 99 |
| 20,170 55 | Reserve for accrued depreciation—Cr..... | 22,776 59 | 2,606 04 |
| \$ 1,915,150 64 | Total..... | \$ 1,970,649 59 | \$ 55,498 95 |
| | WORKING ASSETS | | |
| \$ 51,425 22 | Cash..... | \$ 60,183 99 | \$ 8,758 77 |
| 119 62 | Traffic and car-service balances due from other companies..... | 273 22 | 153 60 |
| 8,422 57 | Net balance due from agents and conductors..... | 13,103 45 | 4,680 88 |
| 6,457 95 | Miscellaneous accounts receivable..... | 1,811 96 | *4,645 99 |
| 18,125 45 | Materials and supplies..... | 11,278 21 | *6,847 24 |
| 690 39 | Other working assets..... | 1,439 95 | 749 56 |
| \$ 85,241 20 | Total..... | \$ 88,090 78 | \$ 2,849 58 |
| | DEFERRED DEBIT ITEMS | | |
| | Advances: | | |
| \$ 62 25 | Working funds..... | \$ 62 25 | |
| 25 27 | Rents and insurance paid in advance..... | 25 27 | |
| 62 02 | Other deferred debit items..... | 667 58 | \$ 585 56 |
| \$ 169 54 | Total..... | \$ 755 10 | \$ 585 56 |
| | PROFIT AND LOSS | | |
| \$ 859,096 43 | Balance..... | \$ 840,474 54 | \$ *18,621 89 |
| 117,589 61 | Appropriated surplus..... | 136,015 20 | 18,425 59 |
| \$ 2,742,068 20 | Grand total..... | \$ 2,763,954 81 | \$ 21,886 61 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 368,600 00 | Common stock..... | \$ 368,600 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 1,052,000 00 | Mortgage bonds..... | \$ 1,052,000 00 | |
| | Equipment trust obligations..... | 19,000 00 | \$ 19,000 00 |
| \$ 1,052,000 00 | Total..... | \$ 1,071,000 00 | \$ 19,000 00 |

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

| JUNE 30, 1912 | LIABILITIES—CONTINUED. | JUNE 30, 1913 | Increase or Decrease |
|-----------------|---|-----------------|-------------------------|
| Amount | | Amount | |
| | WORKING LIABILITIES | | |
| \$ 1,245,773 75 | Loans and bills payable..... | \$ 1,245,773 75 | |
| 3,242 87 | Traffic and car-service balances due to other companies..... | 2,764 42 | \$ *478 45 |
| 14,560 46 | Audited vouchers and wages unpaid..... | 19,578 72 | 5,018 26 |
| 3,307 61 | Miscellaneous accounts payable..... | 3,648 74 | 341 13 |
| 1,060 00 | Matured interest, dividends and rents unpaid | 1,100 00 | 50 00 |
| \$ 1,267,934 69 | Total..... | \$ 1,272,865 63 | \$ 4,930 94 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 38,065 46 | Unmatured interest, dividends and rents payable..... | \$ 38,295 13 | \$ 229 67 |
| 4,922 27 | Taxes accrued..... | 4,914 15 | *8 12 |
| \$ 42,987 73 | Total..... | \$ 43,209 28 | \$ 221 55 |
| | DEFERRED CREDIT ITEMS | | |
| \$ 5,816 81 | Operating reserves..... | \$ 3,483 71 | \$ *2,333 10 |
| 4,728 97 | Other deferred credit items..... | 4,769 19 | 67 22 |
| \$ 10,545 78 | Total..... | \$ 8,279 90 | \$ *2,265 88 |
| \$ 2,742,068 20 | Grand total..... | \$ 2,763,954 81 | \$ 21,886 61 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 359 | 1,970 | 2,329 | 1.29 |
| Flour..... | 543 | 3,098 | 3,641 | 2.01 |
| Other mill products..... | 1,130 | 1,911 | 3,041 | 1.68 |
| Hay..... | 704 | 1,736 | 2,440 | 1.35 |
| Tobacco..... | 3,473 | 862 | 4,335 | 2.40 |
| Cotton..... | 974 | 6,972 | 7,946 | 4.40 |
| Fruit and vegetables..... | 1,890 | 246 | 2,136 | 1.18 |
| Other products of agriculture..... | 39 | 296 | 335 | .19 |
| Total..... | 9,112 | 17,091 | 26,203 | 14.50 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 506 | 181 | 687 | .38 |
| Dressed meats..... | 32 | 23 | 55 | .04 |
| Other packing-house products..... | 2 | 19 | 21 | .01 |
| Poultry, game and fish..... | 138 | 29 | 167 | .09 |
| Wool..... | 71 | 187 | 258 | .14 |
| Hides and leather..... | 15 | 19 | 34 | .02 |
| Other products of animals..... | 14 | 1,106 | 1,120 | .62 |
| Total..... | 778 | 1,564 | 2,342 | 1.30 |
| <i>Products of Mines:</i> | | | | |
| Bituminous coal..... | 92 | 77,028 | 77,120 | 42.68 |
| Coke..... | 2 | 65 | 67 | .04 |
| Stone, sand and other like articles..... | 10 | 267 | 277 | .15 |
| Other products of mines..... | 4 | 183 | 187 | .10 |
| Total..... | 108 | 77,543 | 77,651 | 42.97 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 7,829 | 3,775 | 11,604 | 6.42 |
| Other products of forests..... | 10,876 | 188 | 11,064 | 6.12 |
| Total..... | 18,705 | 3,963 | 22,668 | 12.54 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 111 | 505 | 616 | .34 |
| Sugar..... | 40 | 503 | 543 | .30 |
| Iron, pig and bloom..... | 47 | 25 | 72 | .04 |
| Iron and steel rails..... | 133 | 85 | 218 | .12 |
| Other castings and machinery..... | 272 | 1,256 | 1,528 | .82 |
| Bar and sheet metal..... | 425 | 1,479 | 1,904 | 1.02 |
| Cement, brick and lime..... | 4,528 | 7,138 | 11,666 | 6.46 |
| Agricultural implements..... | 39 | 345 | 384 | .21 |
| Wagons, carriages, tools, etc..... | 108 | 37 | 145 | .08 |
| Wines, liquors and beers..... | 425 | 16 | 441 | .24 |
| Household goods and furniture..... | 9,665 | 207 | 9,872 | 5.30 |
| Other manufactures..... | 9,665 | 7,490 | 17,155 | 9.49 |
| Total..... | 15,368 | 19,086 | 34,454 | 19.07 |
| Merchandise..... | 7,169 | 8,409 | 15,578 | 8.62 |
| Miscellaneous: Other commodities not mentioned above..... | 395 | 1,411 | 1,806 | 1.00 |
| Total tonnage..... | 51,635 | 129,067 | 180,702 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|---|-----------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 326 | 1,789 | 2,115 | 1.29 |
| Flour..... | 493 | 2,813 | 3,306 | 2.01 |
| Other mill products..... | 1,026 | 1,735 | 2,761 | 1.68 |
| Hay..... | 639 | 1,576 | 2,215 | 1.35 |
| Tobacco..... | 3,154 | 783 | 3,937 | 2.40 |
| Cotton..... | 884 | 6,331 | 7,215 | 4.40 |
| Fruit and vegetables..... | 1,716 | 223 | 1,939 | 1.18 |
| Other products of agriculture..... | 36 | 269 | 305 | .19 |
| Total..... | 8,274 | 15,519 | 23,793 | 14.50 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 459 | 165 | 624 | .38 |
| Dressed meats..... | 29 | 21 | 50 | .03 |
| Other packing-house products..... | 2 | 17 | 19 | .01 |
| Poultry, game and fish..... | 125 | 26 | 151 | .10 |
| Wool..... | 64 | 170 | 234 | .14 |
| Hides and leather..... | 14 | 17 | 31 | .02 |
| Other products of animals..... | 13 | 1,004 | 1,017 | .62 |
| Total..... | 706 | 1,420 | 2,126 | 1.30 |
| <i>Products of Mines:</i> | | | | |
| Bituminous coal..... | 83 | 69,941 | 70,024 | 42.68 |
| Coke..... | 2 | 59 | 61 | .04 |
| Stone, sand and other like articles..... | 9 | 243 | 252 | .15 |
| Other products of mines..... | 4 | 166 | 170 | .10 |
| Total..... | 98 | 70,409 | 70,507 | 42.97 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 7,109 | 3,428 | 10,537 | 6.42 |
| Other products of forests..... | 9,875 | 171 | 10,046 | 6.12 |
| Total..... | 16,984 | 3,599 | 20,583 | 12.54 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 101 | 459 | 560 | .34 |
| Sugar..... | 36 | 457 | 493 | .30 |
| Iron, pig and bloom..... | ----- | 23 | 23 | .02 |
| Iron and steel rails..... | 43 | 77 | 120 | .07 |
| Other castings and machinery..... | 121 | 1,140 | 1,261 | .77 |
| Bar and sheet metal..... | 247 | 1,343 | 1,590 | .97 |
| Cement, brick and lime..... | 4,110 | 6,481 | 10,591 | 6.46 |
| Agricultural implements..... | ----- | 313 | 313 | .19 |
| Wagons, carriages, tools, etc..... | 35 | 34 | 69 | .04 |
| Wines, liquors and beers..... | 99 | 15 | 114 | .07 |
| Household goods and furniture..... | 386 | 188 | 574 | .35 |
| Other manufactures..... | 8,776 | 6,800 | 15,576 | 9.49 |
| Total..... | 13,954 | 17,330 | 31,284 | 19.07 |
| Merchandise..... | 6,509 | 7,635 | 14,144 | 8.62 |
| Miscellaneous: Other commodities not mentioned above..... | 359 | 1,281 | 1,640 | 1.00 |
| Total tonnage—State..... | 46,884 | 117,193 | 164,077 | 100.00 |

Statistics are not kept in such shape as to enable us to give the tonnage originating on the road delivered to consignees, and that delivered to other carriers.

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|---|-------|
| | Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 1,632 | 70,642 | 2,497 | 3 | 5.35 |
| Hay..... | 1,876 | 71,564 | 2,397 | 3 | 3.50 |
| Cotton..... | 6,911 | 180,377 | 13,604 | 7 | 5.42 |
| Live stock..... | 523 | 25,902 | 736 | 2 | 8.41 |
| Bituminous coal..... | 76,730 | 3,024,023 | 70,324 | 2 | 3.26 |
| Lumber..... | 9,924 | 246,442 | 7,841 | 3 | 1.82 |

MILEAGE—ENTIRE LINE.

Mileage of Road Operated (All Tracks.)

| LINE IN USE | LINE OWNED | | Line Operated Under Trackage Rights | Total Mileage Operated | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|-------------------------------------|------------------------|----------------------------------|-------|-------|
| | Main Line | Branches and Spurs | | | | Iron | Steel |
| ENTIRE LINE: | | | | | | | |
| Miles of single track..... | 78.00 | ----- | 5.00 | 83.00 | ----- | ----- | 78.00 |
| Miles of yard track and sidings..... | 8.94 | ----- | ----- | 8.94 | .35 | 4.00 | 4.94 |
| Total mileage operated (all tracks)..... | 86.94 | ----- | 5.00 | 91.94 | .35 | 4.00 | 82.94 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|
| Virginia..... | 70.37 | ----- | 5.00 | 75.37 | ----- | ----- | 70.37 |
| North Carolina..... | 7.63 | ----- | ----- | 7.63 | ----- | ----- | 7.63 |
| Total mileage operated (single track)..... | 78.00 | ----- | 5.00 | 83.00 | ----- | ----- | 78.00 |

MILEAGE—ENTIRE LINE—CONTINUED.

Mileage of Line Owned—By States and Territories (Single Track)—CONTINUED.

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|---------------------|----------------------------------|-------|-------|
| | Main Line | Branches and Spurs | | | Iron | Steel |
| Virginia..... | 70.37 | ----- | 70.37 | ----- | ----- | 70.37 |
| North Carolina..... | 7.63 | ----- | 7.63 | ----- | ----- | 7.63 |
| Total mileage operated (single track)..... | 78.00 | ----- | 78.00 | ----- | ----- | 78.00 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | |
|--|-------------------|---------|----------|---------|--------|---------|
| | TRAINMEN | | TRACKMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured |
| Coupling or uncoupling..... | 1 | ----- | ----- | ----- | 1 | ----- |
| Derailments..... | ----- | 3 | ----- | ----- | ----- | 3 |
| Locomotives or cars breaking down..... | ----- | ----- | ----- | 4 | ----- | 4 |
| Falling from trains, locomotives, or cars..... | ----- | 1 | ----- | ----- | ----- | 1 |
| Overhead obstructions..... | ----- | 2 | ----- | ----- | ----- | 2 |
| Total..... | 1 | 6 | ----- | 4 | 1 | 10 |

Average number employed during year: Trainmen, 31; switch tenders, crossing tenders and watchmen, 3; stationmen, 40; shopmen, 20; trackmen, 63; telegraph employees, 5; other employees, 27; total, 189.

| KIND OF ACCIDENT | PASSENGERS | |
|-------------------|------------|---------|
| | Killed | Injured |
| Other causes..... | ----- | 1 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA—CONTINUED.

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | |
|--|-------------------|---------|---------|---------|----------|---------|-----------------|---------|--------|---------|
| | STATIONMEN | | SHOPMEN | | TRACKMEN | | OTHER EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Handling supplies, etc..... | | | | | | 1 | | | | 1 |
| Getting on or off locomotives or cars at rest..... | | | | | | | 1 | | | 1 |
| Other causes..... | | | | 3 | | 2 | | | | 5 |
| Total..... | | | | 3 | | 3 | | 1 | | 7 |

| SUMMARY | | TOTAL | |
|------------------------|--|--------|---------|
| | | Killed | Injured |
| TABLE A: | | | |
| Railway employees..... | | 1 | 10 |
| Passengers..... | | | 1 |
| TABLE B: | | | |
| Railway employees..... | | | 7 |
| Grand total..... | | 1 | 18 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|-----------------|-------|------------------|------------------|-------------------------|----------------------|------------------|----------------|--------------------------------------|-------------------|-----------------|---------------------------------------|
| From | To | Miles | Number of Curves | Aggregate Length | Length of Straight Line | Length of Level Line | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | | Miles | Miles | | Number | Sum of Ascents | Aggregate Length of Ascending Grades | Number | Sum of Descents | Aggregate Length of Descending Grades |
| Stokesland, Va..... | Stuart, Va..... | 70.37 | 227 | 40.54 | 29.83 | 12.16 | 25 | 1,162.00 | 47.50 | 16 | 333.00 | 10.71 |

CHARACTERISTICS OF ROADS—STATE OF VIRGINIA.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|--|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| BRIDGES: | | | | | | |
| Iron..... | 7 | 1,107 | 70 | 419 | | |
| Trestles..... | 88 | 10,870 | 10 | 1,317 | | |
| Overhead Highway Crossings: Bridges..... | 1 | | | | 19 | |
| Overhead Railway Crossings: Trestles..... | 1 | | | | 34 | |

Gauge of track, 4 feet, 8½ inches; 70.37 miles.

TELEGRAPH.

Owned by Company Making this Report.

| TOTAL | | OPERATED BY ANOTHER COMPANY | | |
|---------------|---------------|-----------------------------|---------------|-----------------------------|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire | Name of Operating Company |
| 70.37 | 70.37 | All | All | Western Union Telegraph Co. |

The Delaware, Maryland and Virginia Railroad Company

HISTORY

Exact name of common carrier making this report—Delaware, Maryland and Virginia Railroad Company.

Date of organization—June 1, 1883, consolidation of three companies.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Junction and Breakwater Railroad Company, chartered by State of Delaware, February 3, 1857. Breakwater and Frankford Railroad Company, chartered by State of Delaware, February 2, 1835, as the Lewes and Millsboro Railroad Company. Worcester Railroad Company, chartered by State of Maryland, May 14, 1853.

Date and authority for each consolidation. Consolidation May 29, 1883, as the Delaware, Maryland and Virginia Railroad Company, under the following acts: State of Delaware, March 20, 1877; State of Maryland, May 3, 1882; State of Virginia, April 2, 1877.

If a reorganized company, give name of original corporation and refer to laws under which it was organized. Reorganized June 1, 1883, as above stated.

What carrier operates the road of this company?—Philadelphia, Baltimore and Washington Railroad Company, Agent.

Amendments to charters:

J. & B. R. R. Co., October 18, 1864, March 14, 1865, February 13, 1866, April 6, 1869, January 31, 1871, March 29, 1871, April 3, 1873, March 4, 1875, March 26, 1875, March 19, 1879, March 31, 1881—State of Delaware.

B. & F. R. R. Co., February 26, 1855, February 25, 1857, February 13, 1866, March 8, 1871, March 12, 1873, March 26, 1873, March 9, 1875, March 23, 1877, February 27, 1879, March 18, 1879, March 31, 1881, April 7, 1881—State of Delaware.

Worcester Railroad Company, March 6, 1856, March 2, 1860, March 18, 1867, March 20, 1868, February 19, 1870, March 28, 1872, March 16, 1874, February 23, 1876—State of Maryland. March 2, 1876, March 7, 1884—State of Virginia.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-------------------------|-----------------------------|------------------------------------|
| Jno. P. Green..... | Philadelphia, Pa..... | May 27, 1914. |
| Ebe W. Tunnell..... | Lewes, Del..... | |
| Rowland G. Paynter..... | Georgetown, Del..... | |
| Henry Tatnall..... | Philadelphia, Pa..... | |
| J. P. Moore..... | Snow Hill, Md..... | |
| George F. Pierce..... | Milford, Del..... | |
| G. H. Hall..... | Milford, Del..... | |
| H. A. Houston..... | Millsboro, Del..... | |
| F. E. Waters..... | Baltimore, Md..... | |
| Daniel J. Fooks..... | Laurel, Del..... | |
| J. M. C. Moore..... | Bethel P. O., Del..... | |
| W. W. Atterbury..... | Philadelphia, Pa..... | |
| George M. Upshur..... | Snow Hill, Md..... | |
| Edward Hart..... | Townsend, Del..... | |
| A. J. County..... | Philadelphia, Pa..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|------------------------------------|-----------------------|--------------------------|
| President..... | Jno. P. Green..... | Philadelphia, Pa. |
| Vice-President..... | Ebe W. Tunnell..... | Philadelphia, Pa. |
| Secretary..... | Lewis Neilson..... | Philadelphia, Pa. |
| Treasurer..... | J. F. Fahnestock..... | Philadelphia, Pa. |
| Assistant Secretary..... | R. H. Groff..... | Philadelphia, Pa. |
| Assistant Secretary..... | J. Taney Willcox..... | Philadelphia, Pa. |
| Transfer Clerk..... | C. M. Lammot..... | Philadelphia, Pa. |
| Assistant Transfer Clerk..... | A. Faunce..... | Philadelphia, Pa. |
| Assistant Treasurer..... | S. E. Dickey..... | Philadelphia, Pa. |
| Cashier..... | E. B. Broadway..... | Philadelphia, Pa. |
| Assistant Cashier..... | H. C. Lawser..... | Philadelphia, Pa. |
| Auditor and Comptroller..... | C. M. Bunting..... | Philadelphia, Pa. |
| Asst. Auditor and Comptroller..... | E. A. Stockton..... | Philadelphia, Pa. |
| Asst. Auditor and Comptroller..... | J. S. Donaldson..... | Philadelphia, Pa. |
| Chief Engineer..... | A. C. Shand..... | Philadelphia, Pa. |
| Asst. Chief Engineer..... | E. B. Temple..... | Philadelphia, Pa. |
| Asst. Chief Engineer..... | H. C. Boos..... | Philadelphia, Pa. |
| Real Estate Agent..... | B. W. Carskaddon..... | Philadelphia, Pa. |
| Asst. Real Estate Agent..... | T. W. Hulme..... | Philadelphia, Pa. |
| Asst. Real Estate Agent..... | H. E. Tripler..... | Philadelphia, Pa. |
| Asst. to the President..... | A. J. County..... | Philadelphia, Pa. |

Officer to whom correspondence concerning this report should be addressed: Name, C. M. Bunting ; title, Comptroller; address, Philadelphia, Pa.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—May 28, 1913.

Date of last closing of stock books before end of year for which this report is made—Books never close.

Total number of stockholders of record.—March 29, 1913, 386.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—Philadelphia, Baltimore and Washington Railroad Company.

(c) The manner in which control was established—Ownership of a majority of stock.

(d) The extent of control—72 per cent.

(e) Whether control was direct or indirect—Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named |
|---|----------------------|------------------------|---|
| | From | To | |
| <i>Main Line:</i> Delaware, Maryland and Va. R. R. Co. | Harrington, Del..... | Franklin City, Va..... | 78.01 |
| Branch..... | Georgetown, Del..... | Rehoboth, Del..... | 19.63 |
| Total..... | | | 97.64 |

STATE OF VIRGINIA.

| NAME | TERMINI | | Miles of Line for Each Road Named |
|---|-----------------|------------------------|---|
| | From | To | |
| <i>Main Line:</i> Delaware, Maryland and Va. R. R..... | State line..... | Franklin City, Va..... | .66 |

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH
LEASE OR OTHER AGREEMENT.

The Philadelphia, Baltimore and Washington Railroad Company acts as agent for respondent in the operation of its road.

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not held by Re- spondent | INTEREST | | | |
|--|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| Mortgage Bonds: Junction and Breakwater R. R. first mortgage | 1867 | 1922 | \$ 400,000 | \$ 185,000 | ----- | ----- | ----- | \$ 185,000 | 3 | J. & J. | \$ 5,550 00 | \$ 5,550 00 |
| Breakwater and Frank- ford R. R. 1st mortgage. | 1879 | 1932 | 200,000 | 200,000 | ----- | ----- | ----- | 200,000 | 3 | J. & J. | 6,000 00 | 6,000 00 |
| Total | ----- | ----- | \$ 600,000 | \$ 385,000 | ----- | ----- | ----- | \$ 385,000 | --- | ----- | \$ 11,550 00 | \$ 11,550 00 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | |
|--|-------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|---|-------------------------------------|----------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | Charged to Income | Charged to Construction |
| Mortgage bonds..... | \$ 385,000 | | | | \$ 385,000 | \$ 11,550 00 | \$ 11,550 00 | |
| | | | | | | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized |
| Issued for construction of new properties..... | | | | | | | \$ 385,000 | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|---------------|------------------------|----------------------------|----------|
| | | To Railways | To Other Properties | Miles | Amount |
| | | | | | |
| Capital stock..... | \$ 454,592 00 | \$ 454,592 00 | ----- | 97.64 | \$ 4,656 |
| Funded debt..... | 385,000 00 | 385,000 00 | ----- | 97.64 | 3,943 |
| Total..... | \$ 839,592 00 | \$ 839,592 00 | ----- | 97.64 | \$ 8,599 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--|---------------------------------------|---------------------------------------|-------|-------------------------------------|--|
| | From | To | Miles | | |
| Junction and Breakwater Railroad Co.: First mortgage..... | Harrington..... | Leaves..... | 39.00 | \$ 4,744 5,745 | No equipment or securities, all income. |
| Second mortgage..... | Harrington..... | Rehoboth..... | 43.51 | | |
| Breakwater and Frankford R. R. Co.: First mortgage..... | Georgetown..... | Delaware and Maryland State line..... | 19.11 | 10,466 | No equipment or securities, all income. |
| Worcester R. R. Co.: First mortgage..... | Delaware and Maryland State line..... | Franklin City, Va..... | 34.81 | 11,491 | No equipment or securities, all income. |

*Matured February 1, 1899.

†Matured April 1, 1896.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | From Special Appropriations | Property Retired or Converted | Total |
|---|---|--------------------------------|-------------------------------------|--------------|
| Right of way and station grounds | \$ 16 15 | | \$ 25 00 | \$ Cr. 8 85 |
| Real estate | | \$ 108 00 | | 108 00 |
| Widening cuts and fills | | 643 02 | | 643 02 |
| Bridges, trestles and culverts | | 6,018 45 | 3,592 00 | 2,426 45 |
| Increased weight of rail | | 1,243 80 | 696 42 | 547 38 |
| Track fastenings and appurte- nances | | 3,913 61 | 16 65 | 3,896 96 |
| Sidings and spur tracks | 2,405 94 | | 740 47 | 1,665 47 |
| Block and other signal apparatus | 595 04 | 929 88 | | 1,524 92 |
| Telegraph and Telephone lines | | 828 08 | | 828 08 |
| Station buildings and fixtures | | 4,639 55 | 905 00 | 3,734 55 |
| Water and fuel stations | | 2,326 07 | 1,399 00 | 927 07 |
| Equipment | 900 00 | | | 900 00 |
| Total | \$ 3,917 13 | \$ 20,650 46 | \$ 7,374 54 | \$ 17,193 05 |

Explanatory Remarks.

"Adjustment" \$232.57 should be charged "from cash or other working assets" and credited "from special appropriations" to correct returns in previous report.

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|---|---|
| I. ROAD: | | | |
| Engineering | \$ 5 25 | | \$ 5 25 |
| Right of way and station grounds | Cr. 8 85 | \$ 1,994 99 | 1,986 14 |
| Real estate | 108 00 | Cr. 14 15 | 93 85 |
| Grading | 713 07 | 1,177 51 | 1,890 58 |
| Bridges, trestles and culverts | 2,294 65 | 1,126 02 | 3,410 67 |
| Ties | 458 20 | 3,524 14 | 3,982 34 |
| Rails | 841 06 | 8,007 98 | 8,849 04 |
| Frogs and switches | 222 94 | 871 63 | 1,094 57 |
| Track fastenings and other material | 3,861 43 | 1,688 08 | 5,549 51 |
| Ballast | 27 00 | 128 88 | 155 88 |
| Track laying and surfacing | 548 29 | 1,933 43 | 2,481 72 |
| Crossings and signs | | 9 29 | 9 29 |
| Interlocking and other signal apparatus | 1,524 92 | 1,035 28 | 2,560 20 |
| Telegraph and telephone lines | 828 08 | 2,523 24 | 3,351 32 |
| Station buildings and fixtures | 3,734 55 | 1,607 94 | 5,342 49 |
| Water stations | 924 87 | 291 97 | 1,216 84 |
| Rent of equipment | 219 59 | 79 03 | 298 62 |
| Total | \$ 16,293 05 | \$ 25,985 26 | \$ 42,278 31 |
| II. EQUIPMENT: | | | |
| Floating equipment | \$ 900 00 | \$ 6,009 32 | \$ 6 909 32 |
| RECAPITULATION. | | | |
| I. Road | \$ 16,293 05 | \$ 25,985 26 | \$ 42,278 31 |
| II. Equipment | 900 00 | 6,009 32 | 6,909 32 |
| Total—Entire line | \$ 17,193 05 | \$ 31,994 58 | \$ 49,187 63 |
| Total—State of Virginia | \$ 923 47 | \$ 8,069 08 | \$ 9,012 55 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|-----------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 1,821,328 02 | \$ 12,311 31 |
| Equipment..... | 1,671 27 | 1,671 27 |
| Investment since June 30, 1907..... | 49,187 63 | 9,012 55 |
| Total..... | \$ 1,872,186 92 | \$ 22,995 13 |
| Reserve for accrued depreciation—Cr..... | 1,248 00 | 1,248 00 |
| Net total..... | \$ 1,870,938 92 | \$ 21,747 13 |
| Cost per mile of line..... | 19,161 60 | 32,950 20 |

The detail of construction expenditures, classified under road and equipment classification, has not been kept separate for the State of Virginia, and the compilation of the information would involve a large amount of extra work.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—STATE OF VIRGINIA.

| ACCOUNT | From Cash or Other Working Assets | From Special Appropriations | Total |
|---|---|-----------------------------------|-----------|
| Track fastenings and appurtenances..... | | \$ 23 47 | \$ 23 47 |
| Equipment..... | \$ 900 00 | | 900 00 |
| Total—State of Virginia..... | \$ 900 00 | \$ 23 47 | \$ 923 47 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|---|----|------------|
| Rail operations—Revenues..... | \$ | 394,563 15 |
| Rail operations—Expenses..... | | 470,567 17 |
| Deficit—Rail operations..... | \$ | 76,004 02 |
| Deficit..... | \$ | 76,004 02 |
| Railway tax accruals..... | | 8,397 67 |
| Loss..... | \$ | 84,401 69 |
| OTHER INCOME: | | |
| Joint facility rent income..... | \$ | 1,194 52 |
| Miscellaneous rent income..... | | 381 58 |
| Total other income..... | | 1,576 10 |
| Loss..... | \$ | 82,825 59 |
| DEDUCTIONS FROM GROSS INCOME | | |
| Hire of equipment—Debit balance..... | \$ | 20,152 33 |
| Joint facility rent deductions..... | | 323 53 |
| Miscellaneous rent deductions..... | | 28 40 |
| Interest deductions for funded debt..... | | 11,550 00 |
| Interest deductions for unfunded debt..... | | 52,359 18 |
| Total deductions..... | | 84,413 44 |
| Loss..... | \$ | 167,239 03 |
| DISPOSITION OF NET INCOME: | | |
| Appropriations of income for additions and betterments..... | | 14,114 15 |
| Income balance transferred to debit of profit and loss..... | \$ | 181,353 18 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|----------------|-----------------|
| Balance (at beginning of fiscal period)..... | \$1,133,301 51 | |
| Miscellaneous credits..... | | \$ 42 50 |
| Debit balance transferred from income account..... | 181,353 18 | |
| Loss on retired road and equipment..... | 226 52 | |
| Balance debit (at end of fiscal period) carried to general balance sheet..... | | 1,314,838 71 |
| Total..... | \$1,314,881 21 | \$ 1,314,881 21 |

*Value of material donated by Ball, Seligman & Co., Wesley, Md.

Explanatory Remarks.

Property Abandoned, Charged to Profit and Loss.

| DESCRIPTION OF PROPERTY | Amount Charged off |
|-------------------------------|--------------------|
| ENTIRE LINE: | |
| Siding at Girdletree, Md..... | \$ 110 49 |
| Siding at Friendship, Md..... | 116 03 |
| Total..... | \$ 226 52 |

THE DELAWARE, MARYLAND AND VIRGINIA RAILROAD COMPANY 243

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

Temporary Advances for Various Purposes.

| NAME OF COMPANY | Amount |
|--|---------------|
| P. B. & W. R. R. Co. for construction..... | \$ 51,351 25 |
| Operation..... | 235,134 34 |
| Total..... | \$ 286,485 59 |

RENTS RECEIVABLE.

Joint Facility Rent Income.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|--------------------------|------------------------------------|------------------------|-------------|
| Tracks..... | Lewes to Rehoboth, Del..... | M. D. & V. Ry. Co..... | \$ 990 01 |
| Tracks..... | Ellendale, Del., to Berlin, Md.... | M. D. & V. Ry. Co..... | 45 99 |
| Tracks..... | Lewes to Rehoboth, Del..... | B. C. & A. Ry. Co..... | 16 32 |
| Yards and terminals..... | Berlin, Md..... | B. C. & A. Ry. Co..... | 142 20 |
| Total..... | | | \$ 1,194 52 |

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Expenses | Amount |
|--------------------------------------|----------------|-------------|-----------|-----------|
| Miscellaneous minor items.... | | \$ 690 57 | \$ 308 99 | \$ 381 58 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|--------------------------|-----------------------|------------------------|-----------|
| Tracks..... | Ocean City, Md..... | B. C. & A. Ry. Co..... | \$ 223 53 |
| Yards and terminals..... | Chincoteague, Va..... | D. J. Wheaton..... | 100 00 |
| Total..... | | | \$ 323 53 |

Miscellaneous Rent Deductions.

| Description of Property | LOCATION | NAME OF LESSOR | Amount |
|-------------------------------|----------|----------------|----------|
| Miscellaneous minor items.... | | | \$ 28 40 |

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|------|--------------------------------------|------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCRUED ON EQUIPMENT BORROWED: | | | | | |
| Passenger locomotives..... | | | | | \$ 7,129 34 |
| Freight locomotives..... | | | | | |
| Work locomotives..... | | | | | |
| Passenger-train cars..... | | | | | 4,318 12 |
| Freight-train cars..... | | | | | 8,156 52 |
| Tools, etc..... | | | | | 17 16 |
| Work cars..... | | | | | 531 19 |
| Total..... | | | | | \$ 20,152 33 |

The greater portion of the equipment, for the use of which these payments are made, being pooled along with that of other lines in the Pennsylvania Railroad system, it is not possible to give detailed information.

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|--------------|
| Equipment interchanged..... | | \$ 20,152 33 |
| Total..... | | \$ 20,152 33 |
| Balance, as shown in income statement..... | | 20,152 33 |

No data can be given as payments are included in freight and passenger-car pool settlements.

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX | SPECIFIC TAX | | | Internal Revenue U. S. Govern- ment | TOTAL |
|-----------------------|--|---------------------------------------|--|---|---|-------------|
| | On the Value of Real and Personal Property | On Stocks Bonds, Loans, Etc. | On Gross or Net Earn- ings, Rev- enue or Dividends | On Traffic, or Some Physi- cal Quality of Property Operated, or on Privilege | | |
| Maryland..... | \$ 3,155 33 | | \$2,469 74 | | | \$ 5,625 07 |
| Delaware..... | 842 65 | | | \$ 1,500 00 | | 2,342 65 |
| Virginia..... | 392 45 | \$ 37 50 | | | | 429 95 |
| Total..... | \$ 4,390 43 | \$ 37 50 | \$2,469 74 | \$ 1,500 00 | | \$ 8,397 67 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|-----------------|--|-----------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>1. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 1,821,328 02 | Road..... | \$ 1,821,328 02 | |
| 1,671 27 | Equipment..... | 1,671 27 | |
| 25,985 26 | Investment since June 30, 1907: | | |
| 6,009 32 | Road..... | 42,278 31 | \$ 16,293 05 |
| | Equipment..... | 6,909 32 | 900 00 |
| \$ 1,854,993 87 | | \$ 1,872,186 92 | \$ 17,193 05 |
| 864 00 | Reserve for accrued depreciation—Cr..... | 1,248 00 | 384 00 |
| \$ 1,854,129 87 | Total..... | \$ 1,870,938 92 | \$ 16,809 05 |
| | WORKING ASSETS | | |
| \$ 864 00 | Miscellaneous accounts receivable..... | \$ 1,248 00 | \$ 384 00 |
| | PROFIT AND LOSS | | |
| \$ 1,133,301 51 | Balance..... | \$ 1,314,838 71 | \$ 181,537 20 |
| \$ 2,988,295 38 | Grand total..... | \$ 3,187,025 63 | \$ 198,730 25 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 454,591 66 | Common stock..... | \$ 454,591 66 | |
| 72,166 67 | Stock liability for conversion of outstanding securities of constituent companies..... | 72,166 67 | |
| \$ 526,758 33 | Total..... | \$ 526,758 33 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 385,000 00 | Mortgage bonds..... | \$ 385,000 00 | |
| 658,979 51 | Plain bonds, debentures and notes..... | | \$ *658,979 51 |
| \$ 1,043,979 51 | Total..... | \$ 385,000 00 | |
| | WORKING LIABILITIES | | |
| \$ 586,907 52 | Matured interest, dividends and rents unpaid..... | \$ 637,143 32 | \$ 50,235 80 |
| 650,000 00 | Matured mortgage, bonded and secured debt unpaid..... | 1,308,979 51 | 658,979 51 |
| 153,486 80 | Working advances due to other companies..... | 286,465 59 | 132,988 79 |
| \$ 1,390,394 32 | Total..... | \$ 2,232,608 42 | |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 10,436 48 | Unmatured interest, dividends and rents payable..... | \$ 12,559 86 | \$ 2,123 38 |
| 1,166 95 | Taxes accrued..... | 425 08 | *741 87 |
| \$ 11,603 43 | Total..... | \$ 12,984 94 | |
| | APPROPRIATED SURPLUS | | |
| \$ 15,559 79 | Additions to property since June 30, 1907, through income..... | \$ 29,673 94 | \$ 14,114 15 |
| \$ 2,988,295 38 | Grand total..... | \$ 3,187,025 63 | \$ 198,730 25 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 2,154 | 1,948 | 4,102 | 1.39 |
| Flour..... | 270 | 288 | 558 | .19 |
| Other mill products..... | 578 | 888 | 1,466 | .49 |
| Hay..... | 338 | 446 | 784 | .26 |
| Tobacco..... | 71 | 538 | 609 | .20 |
| Cotton..... | 129 | 129 | 129 | .04 |
| Fruit and vegetables..... | 20,065 | 2,781 | 22,796 | 7.68 |
| Other products of agriculture..... | 362 | 91 | 453 | .15 |
| Total..... | 23,838 | 7,059 | 30,897 | 10.40 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 285 | 213 | 498 | .17 |
| Dressed meats..... | 76 | 70 | 146 | .05 |
| Other packing-house products..... | 92 | 20 | 112 | .04 |
| Wool..... | 33 | 33 | 33 | .01 |
| Hides and leather..... | 653 | 653 | 653 | .22 |
| Other products of animals..... | 14 | 14 | 14 | ----- |
| Total..... | 1,106 | 350 | 1,456 | .49 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | 14,387 | 14,387 | 14,387 | 4.84 |
| Bituminous coal..... | 8,662 | 8,662 | 8,662 | 2.91 |
| Coke..... | 19 | 19 | 19 | .01 |
| Ores..... | 438 | 438 | 438 | .15 |
| Stone, sand and other like articles..... | 4,044 | 28,616 | 32,660 | 10.98 |
| Other products of mines..... | 1,029 | 592 | 1,621 | .55 |
| Total..... | 5,073 | 52,714 | 57,787 | 19.44 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 25,041 | 16,079 | 41,120 | 13.83 |
| Other products of forests..... | 24,759 | 5,305 | 30,064 | 10.12 |
| Total..... | 49,800 | 21,384 | 71,184 | 23.95 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 3,356 | 3,838 | 7,194 | 2.43 |
| Sugar..... | 59 | 59 | 59 | .02 |
| Naval stores..... | 192 | 30 | 222 | .07 |
| Iron, pig and bloom..... | 39 | 86 | 125 | .04 |
| Iron and steel rails..... | 975 | 2,113 | 3,088 | 1.04 |
| Other castings and machinery..... | 259 | 1,066 | 1,315 | .44 |
| Bar and sheet metal..... | 566 | 155 | 721 | .24 |
| Cement, brick and lime..... | 1,751 | 5,203 | 6,954 | 2.34 |
| Agricultural implements..... | 67 | 67 | 67 | .02 |
| Wagons, carriages, tools, etc..... | 119 | 211 | 330 | .11 |
| Wines, liquors and beers..... | 12 | 30 | 42 | .01 |
| Household goods and furniture..... | 143 | 283 | 426 | .14 |
| Other manufactures..... | 8,637 | 8,787 | 15,404 | 5.19 |
| Total..... | 14,049 | 21,898 | 35,947 | 12.00 |
| Merchandise..... | 12,326 | 11,796 | 24,122 | 8.12 |
| Miscellaneous: Other commodities not mentioned above..... | 35,251 | 40,572 | 75,823 | 25.51 |
| Total tonnage..... | 141,443 | 155,773 | 297,216 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|---|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Anthracite coal..... | 14,387 | 494,755 | 6,655 | 1 | 3.45 |
| Bituminous coal..... | 8,662 | 301,188 | 3,607 | 1 | 1.98 |

MILEAGE—ENTIRE LINE.

Mileage of Road Operated (All Tracks).

| LINE IN USE | LINE OWNED | | Line Operated Under Lease | Line Operated Under Trackage Rights | Total Mileage Operated | New Line Constructed During Year | RAILS | |
|---|------------|--------------------|---------------------------|-------------------------------------|------------------------|----------------------------------|-------|--------|
| | Main Line | Branches and Spurs | | | | | Iron | Steel |
| ENTIRE LINE: | | | | | | | | |
| Miles of single track..... | 78.01 | 19.63 | ----- | ----- | 97.64 | ----- | ----- | 97.64 |
| Miles of yard track and sidings..... | 14.23 | 5.30 | ----- | ----- | 19.53 | .73 | ----- | 19.53 |
| Total mileage operated (all tracks).... | 92.24 | 24.93 | ----- | ----- | 117.17 | .73 | ----- | 117.17 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| Delaware..... | 43.20 | 19.63 | ----- | ----- | 62.83 | ----- | ----- | 62.83 |
| Maryland..... | 34.15 | ----- | ----- | ----- | 34.15 | ----- | ----- | 34.15 |
| Virginia..... | .66 | ----- | ----- | ----- | .66 | ----- | ----- | .66 |
| Total mileage operated (single track).... | 78.01 | 19.63 | ----- | ----- | 97.64 | ----- | ----- | 97.64 |

MILEAGE—ENTIRE LINE—CONTINUED.

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|---------------------|----------------------------------|-------|-------|
| | Main Line | Branches and Spurs | | | Iron | Steel |
| Delaware..... | 43.20 | 19.63 | 62.83 | ----- | ----- | 62.83 |
| Maryland..... | 34.15 | ----- | 34.15 | ----- | ----- | 34.15 |
| Virginia..... | .66 | ----- | .66 | ----- | ----- | .66 |
| Total mileage operated (single track)..... | 78.01 | 19.63 | 97.64 | ----- | ----- | 97.64 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|-------------------|-------------------|---------|--------|---------|
| | OTHER EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Other causes..... | ----- | 1 | ----- | 1 |

Average number employed during year: Stationmen, 9; trackmen, 2; telegraph employees, 2; other employees, 7; total 20.

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | OTHER PERSONS | |
|-------------------------------------|-------------------|---------|--------|---------|---------------|---------|
| | OTHER EMPLOYEES | | TOTAL | | | |
| | Killed | Injured | Killed | Injured | Killed | Injured |
| Handling tools, machinery, etc..... | | | | | | 3 |
| Handling supplies, etc..... | | 1 | | 1 | | |
| Other causes..... | | 1 | | 1 | | |
| Total..... | | 2 | | 2 | | 3 |

| SUMMARY | | | | TOTAL | |
|------------------------|--|--|--|--------|---------|
| | | | | Killed | Injured |
| TABLE A: | | | | ----- | ----- |
| Railway employees..... | | | | ----- | 1 |
| TABLE B: | | | | ----- | ----- |
| Railway employees..... | | | | ----- | 2 |
| Other persons..... | | | | ----- | 3 |
| Grand total..... | | | | ----- | 6 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | |
|-------------------------------|--------------------|-------|------------------|-------|---------------------------------|-------------------------|----------------------|--------|-------------|---------------------------------------|
| From | To | Miles | Number of Curves | Miles | Aggregate Length of Curved Line | Length of Straight Line | Length of Level Line | Number | Sum of Feet | Aggregate Length of Descending Grades |
| | | | | | | | | | | |
| Md. and Va. State line | Franklin City, Va. | .66 | | | | .66 | | 2 | 2.00 | .51 |
| | | | | | | | | 1 | 1.00 | .15 |

Bridges, Trestles, Tunnels, Etc.

None.

Gauge of track: 4 feet, 8½ inches; 0.66 miles.

TELEGRAPH.

Owned by Company Making this Report.

| OPERATED BY THIS COMPANY | | | OPERATED BY ANOTHER COMPANY | | |
|--------------------------|---------------|--|-----------------------------|---------------|---------------------------------|
| Miles of Line | Miles of Wire | | Miles of Line | Miles of Wire | Name of Operating Company |
| 0.52 | 4.20 | | 0.52 | 4.20 | P. B. & W. R. R. Co. as Lessee. |

Franklin and Pittsylvania Railroad Company

HISTORY

Exact name of common carrier making this report—Franklin and Pittsylvania Railroad Company.

Date of organization—March 13, 1878.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—No.

This road has been under lease of other companies ever since it was built and the Franklin and Pittsylvania Railroad Company has never received any revenue from same.

What carrier operates the road of this company?—Southern Railway Company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|----------------------|-----------------------------|------------------------------------|
| J. K. Dudley..... | Danville, Va..... | } When successor elected. |
| J. M. Williams..... | Rocky Mount, Va..... | |
| W. C. Menefee..... | Rocky Mount, Va..... | |
| W. D. Saunders..... | Rocky Mount, Va..... | |
| Jas. L. English..... | Rocky Mount, Va..... | |
| Jas. C. Greer..... | Martinsville, Va..... | |
| J. T. Hodges..... | Glade Hill, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------|-------------------|--------------------------|
| President..... | C. B. Willis..... | Rocky Mount, Va. |
| Secretary..... | C. W. Dudley..... | Union Hall, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, C. W. Dudley; title, Secretary; address, Union Hall, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—December 10, 1912.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(b) The name of the controlling corporation or corporations—Southern Railway Company.

(c) The manner in which control was established—Lease.

(d) The extent of control—Sole.

(e) Whether control was direct or indirect—Direct.

ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name of Every Railway Company the Income of which, from Lease or from other Assignment for Operation, is Included in this Report.

| NAME | TERMINI | | Miles of Line (Single Track) | Name of Lessee |
|--|------------------|-----------------|------------------------------|------------------------------|
| | From | To | | |
| Franklin and Pittsylv- ania R. R. Co..... | Rocky Mount..... | Pittsville..... | 29.90 | Southern Railway Company. |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | Term | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not held by Re- spondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| Mortgage Bonds: First mortgage..... | 1879 | 1913 | \$ 100,000 | \$ 100,000 | | | | \$ 100,000 | 7 | J. & J. | \$ 7,000 00 | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|
| | | To Railways | To Other Properties | |
| | | Amount | Miles | |
| Capital stock..... | \$ 200,000 | | | 29.90 |
| Funded debt..... | 100,000 | \$ 200,000 | | 29.90 |
| Total..... | \$ 300,000 | \$ 300,000 | | 29.90 |
| | | | | \$ 6,689 |
| | | | | 3,344 |
| | | | | \$ 10,033 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACTS MORTGAGED | | | Amount of Mortgage Per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--------------------------------------|--------------------------|-----------------|-------|--|---|
| | From | To | Miles | | |
| First mortgage bonds..... | Rocky Mount..... | Pittsville..... | 29.90 | \$ 3,344 | All. |

INCOME STATEMENT.

The Southern Railway Company leased the Franklin and Pittsylvania Railroad Company for a term of thirty-four years; the conditions of the lease was seven per cent. on the net income of said road. The Southern Railway Company claims that the road has never paid expenses, consequently the Franklin and Pittsylvania Railroad Company has never received anything on said lease.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|---------------|--|---------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| \$ 300,000 00 | Investment to June 30, 1907..... | \$ 300,000 00 | ..... |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 200,000 00 | Common stock..... | \$ 200,000 00 | ..... |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 100,000 00 | Mortgage bonds..... | \$ 100,000 00 | ..... |
| \$ 300,000 00 | Grand total..... | \$ 300,000 00 | ..... |

Interstate Railroad Company

HISTORY.

Exact name of common carrier making this report—Interstate Railroad Company.

Date of organization—February 18, 1896.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Act of General Assembly of Virginia, approved February 18, 1896.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-----------------------|---|------------------------------------|
| John S. Wents..... | 1727 Land Title Building, Philadelphia, Pa..... | Last Wednesday in February, 1914. |
| Daniel B. Wents..... | 1727 Land Title Building, Philadelphia, Pa..... | |
| Harrie B. Price..... | 1727 Land Title Building, Philadelphia, Pa..... | |
| Wm. C. Kent..... | 1727 Land Title Building, Philadelphia, Pa..... | |
| Rufus A. Ayers..... | Big Stone Gap, Va..... | |
| Andrew H. Reeder..... | Big Stone, Gap, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|---------------------|--------------------------|
| President..... | D. B. Wents..... | Philadelphia, Pa. |
| Vice-President..... | J. S. Wents..... | Philadelphia, Pa. |
| Vice-President..... | A. H. Reeder..... | Big Stone Gap, Va. |
| Secretary-Treasurer..... | H. B. Price..... | Philadelphia, Pa. |
| Attorney, or General Counsel..... | J. F. Bullitt..... | Big Stone Gap, Va. |
| Comptroller..... | E. J. Prescott..... | Big Stone Gap, Va. |
| Auditor..... | C. L. Nash..... | Big Stone Gap, Va. |
| General Manager..... | A. H. Reeder..... | Big Stone Gap, Va. |
| Superintendent..... | W. A. Johnson..... | Stonega, Va. |
| General Freight Agent..... | C. L. Nash..... | Big Stone Gap, Va. |
| General Passenger Agent..... | C. L. Nash..... | Big Stone Gap, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, C. L. Nash; title, Auditor; address, Big Stone Gap, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—February 28, 1912.

Date of last closing of stock books before end of year for which this report is made—June 30, 1913.

Total number of stockholders of record at that date—7.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

- (a) The form of control, whether sole or joint—Sole.
- (b) The name of the controlling corporation or corporations—Virginia Coal and Iron Company.
- (c) The manner in which control was established—Purchase of capital stock from time to time.
- (d) The extent of control—Sole.
- (e) Whether control was direct or indirect—Direct.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|----------------------------|-----------------------------|-----------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> | | | | |
| Interstate..... | Stonega..... | Norton, Va..... | 15.95 | ..... |
| | Sawmill at end of line..... | | .47 | ..... |
| | Norton, Va..... | Glamorgan, Va..... | 5.87 | 22.29 |
| <i>Branches and Spurs:</i> | | | | |
| Interstate..... | Mud Lick..... | Roda, Va..... | 3.30 | ..... |
| | Kent Jct..... | Roaring Fork, Va..... | 4.48 | ..... |
| | Arno Jct..... | Arno, Va..... | 2.06 | ..... |
| | Pat Camp..... | Roaring Fork, Va..... | 2.88 | 12.72 |
| Total | | | | 35.01 |

FUNDED DEBT.
EQUIPMENT TRUST OBLIGATIONS.

General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | EQUIPMENT COVERED |
|-----------------------------|-------------------|---------------|--------------------|---|
| Series "A"..... | Nov. 1, 1912..... | 10 years..... | 10 { | 300 steel hopper cars 200 general service gondolas |

Statement of Amount.

| SERIES OR OTHER DESIGNATION | Cash Paid on Delivery of Equipment | DEFERRED PAYMENTS | | | | INTEREST | |
|-----------------------------|------------------------------------|-------------------|--------------------|-----------------|--------------------|--------------------------------|-----------------------------|
| | | PRINCIPAL | | INTEREST | | Amount Accrued During the Year | Amount Paid During the Year |
| | | Original Amount | Amount Outstanding | Original Amount | Amount Outstanding | | |
| Series "A"..... | \$ 77,260 00 | \$ 375,000 00 | \$ 375,000 00 | \$ 103,249 80 | \$ 103,249 80 | \$ 9,375 00 | 5 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | | |
|----------------------------------|-------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|-----------------------------------|----------------------------|--|-----------------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | | Amount Paid During the Year |
| | | | | | | Charged to Income | Charged to Construction | | |
| | | | | | | | | | |
| Equipment trust obligations..... | \$ 375,000 00 | | | | \$ 375,000 00 | \$ 9,375 00 | | | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------|------------------------|--|----------------------------|-----------|
| | | To Railways | To Other Properties | | Miles | Amount |
| | | | | | | |
| Capital stock..... | \$1,184,000 00 | \$1,184,000 00 | | | 33.01 | \$ 33,819 |
| Funded debt..... | 375,000 00 | 375,000 00 | | | 33.01 | 10,711 |
| Total..... | \$1,559,000 00 | \$1,559,000 00 | | | 33.01 | \$ 44,530 |

**EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.**

| ACCOUNT | Through Issue of Securities | Adjustments | Total |
|---------------------------------------|-----------------------------------|-----------------------|----------------------|
| Real estate..... | \$ 195 05 | Cr. \$1,250 00 | \$ Cr. 1,054 95 |
| Protection of banks and drainage..... | 5,949 54 | | 5,949 54 |
| Sidings and spur tracks..... | 1,779 96 | | 1,779 96 |
| Fencing right of way..... | 1,063 45 | | 1,063 45 |
| Station buildings and fixtures..... | 321 41 | | 321 41 |
| Equipment..... | 465,564 17 | | 465,564 17 |
| Other additions and betterments..... | 2,916 47 | | 2,916 47 |
| Total..... | \$ 477,790 05 | Cr. \$1,250 00 | \$ 476,540 05 |

Account "Other Additions and Betterments" includes \$2,896.47 expended in erection of new houses and \$20.00 for erection of car inspector's shanty at Stonega, Va.

\$1,250.00 opposite real estate, in column adjustments, represents amount refunded by C. A. Johnson, former clerk of Wise county, Va., being amount paid in court in case No. 3167, Interstate Railroad v. C. E. Robinette et al.

The case was never brought to conclusion as Virginia Coal and Iron Company acquired title by deed from Robinette et al.

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | Through Issue of Securities | | | |
| I. ROAD: | | | | |
| Engineering..... | \$ 218 64 | \$ 112 05 | \$ 17,077 92 | \$ 17,408 61 |
| Right of way and station grounds..... | | 319 17 | 47,305 54 | 47,624 71 |
| Real estate..... | | 376 39 | 3,500 00 | 3,876 39 |
| Grading..... | | 656 47 | 110,408 99 | 111,065 46 |
| Bridges, trestles and culverts..... | | 5,648 91 | 120,865 91 | 126,514 82 |
| Ties..... | | | 18,857 05 | 18,857 05 |
| Rails..... | | 712 10 | 54,805 56 | 55,517 66 |
| Frogs and switches..... | | | 3,616 25 | 3,616 25 |
| Track fastenings and other material..... | | 126 51 | 12,740 20 | 12,866 71 |
| Ballast..... | | 64 50 | 11,528 23 | 11,592 78 |
| Track laying and surfacing..... | | 140 19 | 36,987 41 | 37,127 60 |
| Roadway tools..... | 2 39 | | 247 43 | 349 82 |
| Fencing right of way..... | | 1,063 55 | 480 45 | 1,544 00 |
| Crossings and signs..... | | | 568 60 | 568 60 |
| Interlocking and other signal apparatus..... | | | 798 99 | 798 99 |
| Telegraph and telephone lines..... | | | 3,041 72 | 3,041 72 |
| Station buildings and fixtures..... | | 299 16 | 6,172 12 | 6,471 28 |
| Water stations..... | | | 1,833 41 | 1,833 41 |
| Storage warehouses..... | | | 61 55 | 61 55 |
| Miscellaneous structures..... | | 2,706 88 | 1,121 02 | 3,827 90 |
| Injuries to persons..... | | | 85 67 | 85 67 |
| Total..... | \$ 221 03 | \$ 12,225 88 | \$ 452,204 07 | \$ 464,650 98 |
| II. EQUIPMENT: | | | | |
| Steam locomotives..... | | \$ 2,541 34 | \$ 14,019 30 | \$ 16,560 64 |
| Passenger-train cars..... | | | Cr. 2,450 35 | Cr. 2,450 35 |
| Freight-train cars..... | | 468,022 83 | 39,450 21 | 502,473 04 |
| Total..... | | \$ 465,564 17 | \$ 51,019 16 | \$ 516,583 33 |
| III. GENERAL EXPENDITURES: | | | | |
| Law expenses..... | \$ 1,889 36 | \$ Cr. 1,250 00 | \$ 3,495 77 | \$ 4,135 13 |
| Taxes..... | | | 187 60 | 187 60 |
| Interest and commissions..... | | | 15 83 | 15 83 |
| Other expenditures..... | | | 912 50 | 912 50 |
| Total..... | \$ 1,889 36 | \$ Cr. 1,250 00 | \$ 4,611 70 | \$ 5,251 06 |
| RECAPITULATION | | | | |
| I. Road..... | \$ 221 03 | \$ 12,225 88 | \$ 452,204 07 | \$ 464,650 98 |
| II. Equipment..... | | 465,564 17 | 51,019 16 | 516,583 33 |
| III. General expenditures..... | 1,889 36 | Cr. 1,250 00 | 4,611 70 | 5,251 06 |
| Total—Entire line..... | \$ 2,110 39 | \$ 476,540 05 | \$ 507,834 93 | \$ 986,485 37 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|-----------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 457,693 29 | \$ 457,693 29 |
| Equipment..... | 88,768 25 | 88,768 25 |
| Investment since June 30, 1907..... | 986,485 37 | 986,485 37 |
| Total..... | \$ 1,532,946 91 | \$ 1,532,946 91 |
| Reserve for accrued depreciation—Cr..... | 24,837 33 | 24,837 33 |
| Net total..... | \$ 1,508,109 58 | \$ 1,508,109 58 |
| Cost per mile of line..... | 43,076 54 | 43,076 54 |

INCOME STATEMENT.

| | | |
|--|---------------|--------------|
| RAILWAY OPERATING INCOME: | | |
| Rail operations—Revenues..... | \$ 115,187 17 | |
| Rail operations—Expenses..... | 122,665 07 | |
| Net deficit—Rail operations..... | | \$ 7,477 90 |
| Net railway operating deficit..... | | \$ 7,477 90 |
| Railway tax accruals..... | | 6,986 68 |
| Railway operating loss..... | | \$ 14,444 58 |
| OTHER INCOME: | | |
| Hire of equipment—Credit balance..... | \$ 34,940 48 | |
| Joint facility rent income..... | 32,193 92 | |
| Miscellaneous rent income..... | 38 36 | |
| Dividend income..... | 680 00 | |
| Income from unfunded securities and accounts..... | 62 87 | |
| Miscellaneous income..... | 993 32 | |
| Total other income..... | | 68,908 95 |
| Gross income..... | | \$ 54,464 37 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Hire of equipment—Debit balance..... | \$ 7,078 80 | |
| Joint facility rent deductions..... | 1,242 18 | |
| Miscellaneous rent deductions..... | 295 81 | |
| Interest deductions for funded debt..... | 7,968 75 | |
| Interest deductions for unfunded debt..... | 1,340 73 | |
| Total deductions..... | | 17,926 27 |
| Net income..... | | \$ 36,538 10 |
| DISPOSITION OF NET INCOME: | | |
| Dividend appropriations of income..... | | 22,341 00 |
| Income balance transferred to credit of profit and loss..... | | \$ 14,197 10 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|--------------|--------------|
| Balance (at beginning of fiscal period)..... | | \$ 3,482 23 |
| Credit balance transferred from income account..... | | 14,197 10 |
| Delayed income credits..... | | 300 00 |
| Balance credit or debit (at end of fiscal period) carried to general balance sheet..... | \$ 17,979 33 | |
| Total..... | \$ 17,979 33 | \$ 17,979 33 |

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Par Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|----------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| Common stock..... | 1 | ----- | ----- | \$ 10,500 00 | ----- | 1912 | 1912 |
| Common stock..... | 1 | ----- | ----- | 11,841 00 | ----- | 1913 | 1913 |
| Total..... | ----- | ----- | ----- | \$ 22,341 00 | ----- | ----- | ----- |

SECURITIES OWNED—STOCKS.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | UNPLEGGED | | DIVIDENDS DECLARED | |
|---|--------------------|-----------------------|--------------------|-----------|
| | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: Railway companies—Active: Wise Terminal Company..... | \$ 100,000 00 | \$ 72,500 00 | ----- | ----- |
| Stocks of companies not proprietary, affiliated, or controlled held for investment: Other than railway companies—Active: First National Bank of Appalachia, Va. | \$ 6,800 00 | \$ 10,400 00 | 10 | \$ 680 00 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | Par Value | Dividends or Interest |
|--|---------------|--------------------------|
| STOCKS: | | |
| Stocks of railway companies—Active..... | \$ 100,000 00 | |
| Stocks of other than railway companies—Active..... | 6,800 00 | \$ 680 00 |
| Total..... | \$ 106,800 00 | \$ 680 00 |

ADVANCES TO PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES.

Temporary Advances for Various Purposes.

| NAME OF COMPANY | Amount |
|----------------------------------|-------------|
| Appalachia Terminal Company..... | \$ 7,500 00 |

RENTS RECEIVABLE.

Joint Facility Rent Income.

| FACILITY LEASED | LOCATION | NAME OF LESSEE | AMOUNT |
|--|----------------------|----------------------------------|--------------|
| TRACKS: | | | |
| Stonega, Va., to Norton, Va., and from Mud Lick, to Roda, Va.... | Wise county, Va..... | Virginia and South-western..... | \$ 28,240 54 |
| Pardee, Va., to Roaring Fork, Va., and from Roaring Fork, Va., to Blackwood, Va..... | Wise county, Va..... | Roaring Fork R. R.... | 3,948 38 |
| OTHER FACILITIES: | | | |
| Telephone poles, Norton, Va., to Essersville, Va..... | Wise county, Va..... | Esser Coal and Coke Company..... | 5 00 |
| Total..... | ----- | ----- | \$ 32,193 92 |

RENTS RECEIVABLE—CONTINUED.

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Amount |
|--|---------------------------|-------------|----------|
| Rails, splice bars, frogs and switches, Norton, Va., to Glamorgan, Va..... | Stonegap Colliery Co..... | \$ 38 36 | \$ 38 36 |

MISCELLANEOUS INCOME.

| SOURCE OF INCOME | AMOUNT |
|-------------------------------|-----------|
| In account..... | \$ 794 62 |
| Telegraph service..... | 135 00 |
| Pay roll collection fees..... | 13 70 |
| Total..... | \$ 993 32 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| FACILITY LEASED | LOCATION | NAME OF LESSOR | AMOUNT |
|---|--------------------------------|---|-------------|
| TRACKS: | | | |
| Joint use of receiving tracks..... | Norton, Va..... | Norfolk and Western Railway Co..... | \$ 232 00 |
| Joint use of tracks..... | Intermont and Imboden, Va..... | Virginia and Southwestern Railway Co..... | 102 90 |
| YARDS AND TERMINALS: | | | |
| Proportion of cost of operation, maintenance, etc. of Union Station and joint use of yards..... | Appalachia, Va..... | Louisville and Nashville R. R. Co..... | 819 28 |
| Freight station facilities..... | Norton, Va..... | Norfolk and Western Ry..... | 88 00 |
| Total..... | | | \$ 1,242 18 |

Miscellaneous Rent Deductions.

| DESCRIPTION OF PROPERTY | LOCATION | NAME OF LESSOR | AMOUNT |
|--|--------------------------------|------------------------------------|-----------|
| Rails, splice bars, frogs and switches | Norton, Va., to Glamorgan..... | Louisville and Nashville R. R..... | \$ 295 81 |

MISCELLANEOUS DEDUCTIONS.

| NATURE OF DEDUCTION | AMOUNT |
|--|-------------|
| Unmatured interest on equipment trust bonds A..... | \$ 7,968 73 |
| Interest..... | 1,340 73 |
| Total..... | \$ 9,309 48 |

HIRE OF EQUIPMENT.

Equipment Leased.

| KIND OF EQUIPMENT | NAME OF LESSEE | Number of Units | Amount |
|-----------------------------------|--------------------------------------|--------------------|-------------|
| <i>Rents Accrued Receivable:</i> | | | |
| Freight cars and locomotives..... | Appalachia Terminal Association..... | ----- | \$ 4,115 28 |
| Freight cars..... | Colonial Coal and Coke Company..... | ----- | 17 00 |
| Freight cars..... | Stonega Coke and Coal Company..... | ----- | 3,805 50 |
| Total | ----- | ----- | \$ 7,937 78 |

| KIND OF EQUIPMENT | NAME OF LESSOR | Number of Units | Amount |
|----------------------------|---|--------------------|-------------|
| Rents accrued payable..... | Interstate R. R. Co's. proportion of amount charged Appalachia Terminal Association..... | ----- | \$ 2,116 65 |

Explanatory Remarks.

Appalachia Terminal Association is composed of Interstate Railroad Company and Virginia and Southwestern Railway Company.

Item of \$4,115.28—Rents accrued receivable is total amount paid by said Terminal Association to Interstate Railroad for hire of their equipment.

Item of \$2,111.53—Rents accrued payable is Interstate Railroad Companies proportion of amount, \$4,115.28.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|------|--------------------------------------|------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCURED ON EQUIPMENT LOANED: | | | | | |
| Freight-train cars..... | 11,027 | 45c | | | \$ 4,962 15 |
| ACCURED ON EQUIPMENT BORROWED: | | | | | |
| Freight-train cars..... | 60,006 | 45c | | | \$ 27,002 70 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|--------------|
| Equipment leased..... | \$ 7,937 78 | \$ 2,116 65 |
| Equipment interchanged..... | 27,002 70 | 4,962 15 |
| Total..... | \$ 34,940 48 | \$ 7,078 80 |
| Balance, as shown in income statement..... | 27,861 68 | ----- |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All consolidations or reorganizations effected—Wise Terminal Company absorbed March 1, 1913.
 All new stocks issued—October 31, \$22,000.00; December 31, \$18,000.00; January 31, \$30,000.00; February 28, \$64,000.00.
 All new funded debt issued—\$375,000.00 equipment trust obligations series "A", date November 1, 1912.
 All changes in the respondent's holdings of stocks and funded debt—Wise Terminal Stock purchase, November 1, 1912, for \$72,500.00.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|-----------------|--|-----------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | I. Road and Equipment: | | |
| | Investment to June 30, 1907: | | |
| \$ 457,693 29 | Road..... | \$ 457,693 29 | |
| 88,768 25 | Equipment..... | 88,768 25 | |
| | Investment since June 30, 1907: | | |
| 452,204 07 | Road..... | 464,650 98 | \$ 12,446 91 |
| 51,019 16 | Equipment..... | 516,583 33 | 465,564 17 |
| 4,611 70 | General expenditures..... | 5,251 06 | 639 36 |
| \$ 16,339 90 | Reserve for accrued depreciation—Cr..... | \$ 24,837 33 | \$ 8,497 43 |
| \$ 1,037,956 57 | Total..... | \$ 1,508,100 58 | \$ 470,153 01 |
| | II. Securities: | | |
| | Stocks..... | \$ 72,500 00 | \$ 72,500 00 |
| | III. Other Investments: | | |
| \$ 10,400 00 | Miscellaneous investments: | | |
| | Securities—Unpledged..... | \$ 10,400 00 | |
| | WORKING ASSETS | | |
| \$ 6,359 98 | Cash..... | \$ 36,283 84 | \$ 29,923 86 |
| 3,850 34 | Net balance due from agents and conductors..... | 6,316 53 | 2,466 19 |
| 6,502 12 | Miscellaneous accounts receivable..... | 12,276 70 | 5,774 58 |
| \$ 16,712 44 | Total..... | \$ 54,877 07 | \$ 38,164 63 |
| | DEFERRED DEBIT ITEMS | | |
| \$ 5,000 00 | Advances: | | |
| 258 11 | Working funds..... | \$ 7,500 00 | \$ 2,500 00 |
| | Rents and insurance paid in advance..... | 703 66 | 445 55 |
| \$ 5,258 11 | Total..... | \$ 8,203 66 | \$ 2,945 55 |
| \$ 1,070,327 12 | Grand total..... | \$ 1,654,090 31 | \$ 583,763 19 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 1,050,000 00 | Common stock..... | \$ 1,184,100 00 | \$ 134,100 00 |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| | Equipment trust obligations..... | \$ 375,000 00 | \$ 375,000 00 |
| | WORKING LIABILITIES | | |
| \$ 7,000 00 | Loans and bills payable..... | \$ 51,000 00 | \$ 44,000 00 |
| 8,419 62 | Audited vouchers and wages unpaid..... | 14,712 98 | 6,293 36 |
| 1,411 42 | Miscellaneous accounts payable..... | 701 84 | 709 58 |
| \$ 16,831 04 | Total..... | \$ 66,414 82 | \$ 49,583 78 |
| | ACCRUED LIABILITIES NOT DUE | | |
| | Unmatured interest, dividends and rents payable..... | \$ 9,375 00 | \$ 9,375 00 |
| \$ 13 85 | DEFERRED CREDIT ITEMS | | |
| | Other deferred credit items..... | \$ 1,221 16 | \$ 1,207 31 |
| | PROFIT AND LOSS | | |
| \$ 3,482 23 | Balance..... | \$ 17,979 33 | \$ 14,497 10 |
| \$ 1,070,327 12 | Grand total..... | \$ 1,654,090 31 | \$ 583,763 19 |

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF VIRGINIA.

Other railroad companies—Entered Per Diem Association, May 15, 1913.

Virginia and Southwestern Railway Company trackage rights, Intermont, Va., to Imboden, Va.

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton, Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|--|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 860 | 10,913 | 321 | 02 | 9.41 |
| Hay..... | 801 | 8,690 | 709 | 08 | 1.50 |
| Bituminous coal..... | 198,772 | 848,776 | 29,815 | 03 | 5.13 |
| Lumber..... | 19,878 | 84,889 | 4,225 | 04 | 9.77 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|-------------------|-------------------|---------|--------|---------|
| | TRAINMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Other causes..... | ----- | 1 | ----- | 1 |

Average number employed during year: Trainmen, 50; switch tenders, crossing tenders and watchmen, 5; stationmen, 18; trackmen, 80; other employees, 67; total, 190.

| KIND OF ACCIDENT | OTHER PERSONS | | | | | |
|---|---------------|---------|-------------|---------|--------|---------|
| | PASSENGERS | | TRESPASSING | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured |
| Collisions..... | ----- | 9 | ----- | ----- | ----- | ----- |
| Struck by trains, locomotives, or cars: | ----- | ----- | ----- | ----- | ----- | ----- |
| At stations..... | ----- | ----- | 1 | 1 | 1 | 1 |
| At other points along track..... | ----- | ----- | ----- | 2 | ----- | 2 |
| Other causes..... | ----- | ----- | ----- | 1 | ----- | 1 |
| Total..... | ----- | 9 | 1 | 4 | 1 | 4 |

ACCIDENTS TO PERSONS—CONTINUED.

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|---------------------------------------|-------------------|---------|---------|---------|
| | TRACKMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Handling tools, machinery, etc.,..... | | 3 | | 3 |
| SUMMARY | TOTAL | | | |
| | Killed | | Injured | |
| TABLE A: | | | | |
| Railway employees..... | | | | 1 |
| Passengers..... | | | | 9 |
| Other persons..... | 1 | | | 4 |
| TABLE B: | | | | |
| Railway employees..... | | | | 3 |
| Grand total..... | 1 | | | 17 |

CHARACTERISTICS OF ROAD—ENTIRE LINE.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|---------------------------|-------|------------------|--|----------------------------------|-------------------------------|------------------|------------------------|---|-------------------|-------------------------|--|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | Ascending Grades | | | Descending Grades | | |
| | | | | | | | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| Stonega, Va. | Appalachia, Va. | 5.29 | 27 | 3.79 | 1.50 | .05 | 2 | 114.0 | 3.88 | 1 | 291.0 | 5.29 |
| Appalachia, Va. | Kent Jct., Va. | 4.48 | 24 | 2.53 | 1.95 | | 1 | 189.0 | 2.72 | 1 | 29.2 | .55 |
| Kent Jct., Va. | Blackwood, Va. | 2.72 | 15 | 1.26 | 1.44 | | 1 | 218.0 | 3.46 | | | |
| Blackwood, Va. | Norton, Va. | 3.46 | 16 | 1.01 | 2.45 | | 1 | 72.0 | 1.11 | 1 | 203.0 | 3.30 |
| Blackwood, Va. | Mud Lick, Va. | 3.30 | 21 | 1.35 | 1.95 | | 1 | 187.3 | 2.88 | 2 | 133.0 | 4.27 |
| Blackwood, Va. | Roda, Va. | 1.11 | 6 | .62 | .49 | .21 | 1 | 63.0 | .47 | | | |
| Arno, Va. | Arno Jct., Va. | 4.48 | 25 | 2.38 | 2.10 | | 1 | 141.0 | .95 | | | |
| Roaring Fork, Va. | Kent Jct., Va. | 4.48 | 25 | 2.38 | 2.10 | | 10 | 128.9 | 3.03 | 8 | 48.6 | 1.61 |
| Roaring Fork, Va. | End of Saw Mill Extension | 2.88 | 13 | .89 | 1.99 | | | | | | | |
| Stonega, Va. | End of line | .47 | 3 | .30 | .47 | | | | | | | |
| Arno, Va. | End of line | .95 | 6 | .30 | .65 | | | | | | | |
| Norton, Va. | Glamorgan, Va. | 5.87 | 40 | 2.40 | 2.94 | .07 | 10 | 128.9 | 3.03 | 8 | 48.6 | 1.61 |

CHARACTERISTICS OF ROAD—ENTIRE LINE—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|-----------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| BRIDGES: | | | | | | |
| Stone..... | 2 | 24 | 8 | 16 | | |
| Iron..... | 6 | 729 | 51 | 226 | | |
| Wooden..... | 42 | 3,363 | 4 | 266 | | |
| Total..... | 50 | 4,116 | | | | |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | |
| Bridges..... | 2 | | | | 18 | |

Gauge of track: 4 feet, 8½ inches; 35.01.

TELEGRAPH.

Owned by Company Making this Report.

| TOTAL | | OPERATED BY THIS COMPANY | | |
|---------------|---------------|--------------------------|---------------|--|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire | |
| 11.2 | 22.4 | 11.2 | 22.4 | |

Laurel Railway Company

HISTORY

Exact name of common carrier making this report—Laurel Railway Company.

Date of organization—March 21, 1905.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Tennessee, Shannon's Code of Tennessee, section 1844-1867 inclusive, pages 489-494 inclusive. Also sections 2412-2428 inclusive, pages 593-595 inclusive. Also organized under Virginia chapter effective April 9, 1908, and amendments thereto effective June 28, 1909. This charter and amendment were obtained pursuant to chapter 2 of the "Act Concerning Corporations" which became a law May 21, 1903, and amendments thereto.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not consolidated.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-----------------------|-----------------------------|------------------------------------|
| A. A. Mock..... | Damascus, Va..... | } May, 1914. |
| Geo. W. Clements..... | Cazenovia, N. Y..... | |
| Henry Burden..... | Cazenovia, N. Y..... | |
| F. G. Clements..... | Damascus, Va..... | |
| B. W. Mock..... | Damascus, Va..... | |
| S. L. Mock..... | Damascus, Va..... | |
| J. F. Rhea..... | Damascus, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------------------|-----------------------|--------------------------|
| Chairman of the Board..... | A. A. Mock..... | Damascus, Va. |
| President..... | A. A. Mock..... | Damascus, Va. |
| Vice-President..... | Geo. W. Clements..... | Cazenovia, N. Y. |
| Secretary..... | F. G. Clements..... | Damascus, Va. |
| Treasurer..... | Henry Burden..... | Cazenovia, N. Y. |

Officer to whom correspondence concerning this report should be addressed: Name, A. A. Mock; title, President; address, Damascus, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—May 31, 1913.

Date of last closing of stock books before end of year for which this report is made—June 30, 1913.

Total number of stockholders of record—7.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—T. W. Thayer Co.

(c) The manner in which control was established—Stock ownership.

(d) The extent of control—Owns 90 per cent. of common stock.

(e) Whether control was direct or indirect—Direct.

Did any individual, a association, or corporation, a trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Class of Roads Named |
|---|---------------------|--------------------------|---|
| | From | To | |
| <i>Main Line:</i> Laurel Railway Company..... | Helena, Va..... | Mountain City, Tenn..... | 17.00 |
| <i>Branches and Spurs:</i> Laurel Railway Company..... | Bloomery, Tenn..... | Bethel, Tenn..... | 1.00 |
| Total..... | ..... | ..... | 18.00 |

STATE OF VIRGINIA.

| | | | |
|-----------------------------|-----------------|-----------------|------|
| Laurel Railway Company..... | Helena, Va..... | State line..... | 4.47 |
|-----------------------------|-----------------|-----------------|------|

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------|-------------|---------------------|-------------------------|---------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 100,000 | \$ 100,000 | ..... | 18.00 | \$5,556 |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | Total |
|---|-----------------------------------|-----------|
| Right of way and station grounds..... | \$ 1 00 | \$ 1 00 |
| Bridges, trestles and culverts..... | 63 54 | 63 54 |
| Shops, enginehouses and turntables..... | 713 89 | 713 89 |
| Shop machinery and tools..... | 46 12 | 46 12 |
| Water and fuel stations..... | 27 62 | 27 62 |
| Total..... | \$ 852 17 | \$ 852 17 |

STATE OF VIRGINIA.

| | | |
|---|-------|-----------|
| Right of way and station grounds..... | ..... | \$ 1 00 |
| Bridges, trestles and culverts..... | ..... | 63 54 |
| Shops, enginehouses and turntables..... | ..... | 713 89 |
| Shop machinery and tools..... | ..... | 46 12 |
| Water and fuel stations..... | ..... | 27 62 |
| Total—State of Virginia..... | ..... | \$ 852 17 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|---|---|
| I. ROAD: | | | |
| Engineering..... | | \$ 325 08 | \$ 325 08 |
| Right of way and station grounds..... | \$ 1 00 | 1,391 81 | 1,392 81 |
| Grading..... | | 4,457 80 | 4,457 80 |
| Bridges, trestles and culverts..... | 63 54 | 628 33 | 691 87 |
| Ties..... | | 542 85 | 542 85 |
| Frogs and switches..... | | 167 41 | 167 41 |
| Track laying and surfacing..... | | 748 11 | 748 11 |
| Crossings and signs..... | | 17 51 | 17 51 |
| Telegraph and telephone lines..... | | 89 71 | 89 71 |
| Station buildings and fixtures..... | | 106 30 | 106 30 |
| Shops, enginehouses and turntables..... | 713 89 | | 713 89 |
| Shop machinery and tools..... | 46 12 | 780 88 | 827 00 |
| Water stations..... | | 50 00 | 50 00 |
| Fuel stations..... | 27 62 | | 27 62 |
| Injuries to persons..... | | 6 00 | 6 00 |
| Cost of road purchased..... | | 33,370 26 | 33,370 26 |
| Total..... | \$ 852 17 | \$ 42,682 05 | \$ 43,534 22 |
| II. EQUIPMENT: | | | |
| Steam locomotives..... | | \$ 16,063 12 | \$ 16,063 12 |
| Passenger-train cars..... | | 1,452 12 | 1,452 12 |
| Freight-train cars..... | | 1,916 94 | 1,916 94 |
| Work equipment..... | | | Cr. 122 90 |
| Total..... | | \$ 19,432 18 | \$ 19,309 28 |
| RECAPITULATION. | | | |
| I. Road..... | \$ 852 17 | \$ 42,682 05 | \$ 43,534 22 |
| II. Equipment..... | | 19,432 18 | 19,309 28 |
| Total—Entire line..... | \$ 852 17 | \$ 62,114 23 | \$ 62,843 50 |
| Total—State of Virginia..... | \$ 852 17 | \$ 32,040 91 | \$ 32,893 08 |

STATE OF VIRGINIA.

| | | | |
|---|-----------|--------------|--------------|
| I. ROAD: | | | |
| Right of way and station grounds..... | \$ 1 00 | | |
| Bridges, trestles and culverts..... | 63 54 | | |
| Shops, enginehouses and turntables..... | 713 89 | | |
| Shop machinery and tools..... | 46 12 | | |
| Fuel stations..... | 27 62 | | |
| Total—State of Virginia..... | \$ 852 17 | \$ 32,040 91 | \$ 32,893 08 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|---------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 57,797 77 | \$ 9,077 64 |
| Equipment..... | 17,832 33 | 2,800 93 |
| Investment since June 30, 1907..... | 62,843 50 | 32,893 08 |
| Total..... | \$ 138,473 60 | \$ 44,771 65 |
| Reserve for accrued depreciation—Cr..... | 14,962 75 | 3,715 75 |
| Net total..... | \$ 123,510 85 | \$ 41,055 90 |
| Cost per mile of line..... | \$ 6,861 71 | \$ 9,184 77 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | |
|--|--------------|
| Rail operations—Revenues..... | \$ 40,821 98 |
| Rail operations—Expenses..... | 32,303 61 |
| Net revenue—Rail operations..... | \$ 8,518 37 |
| Railway tax accruals..... | 1,830 46 |
| Railway operating income..... | \$ 6,687 91 |
| Gross income..... | \$ 6,687 91 |
| Net income..... | \$ 6,687 91 |
| Income balance transferred to credit of profit and loss..... | \$ 6,687 91 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|--------|--------------|
| Balance (at beginning of fiscal period)..... | | \$ 82,999 53 |
| Credit balance transferred from income account..... | | 6,687 91 |
| Total..... | | \$ 89,687 44 |

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX | SPECIFIC TAX | | | Internal Revenue U. S. Govern- ment | TOTAL |
|-----------------------|--|---------------------------------------|--|---|---|-------------|
| | On the Value of Real and Personal Property | On Stocks Bonds, Loans, Etc. | On Gross or Net Earn- ings, Rev- enue or Dividends | On Traffic, or Some Physi- cal Quality of Property Operated, or on Privilege | | |
| Virginia..... | \$ 521 37 | \$ 15 00 | \$ 108 23 | | | \$ 644 65 |
| Tennessee..... | 1,114 40 | 20 00 | | | | 1,134 40 |
| | | | | | \$ 51 41 | 51 41 |
| Total..... | \$ 1,635 77 | \$ 35 00 | \$ 108 23 | | \$ 51 41 | \$ 1,830 46 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|---------------|---|---------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 57,797 77 | Road..... | \$ 57,797 77 | |
| 17,832 33 | Equipment..... | 17,832 33 | |
| 19,432 18 | Investment since June 30, 1907: | 19,432 18 | |
| | Equipment..... | | |
| \$ 137,744 33 | | \$ 138,473 60 | \$ 729 27 |
| 12,183 91 | Reserve for accrued depreciation—Cr..... | 14,962 75 | 2,778 84 |
| \$ 125,560 42 | Total..... | \$ 123,510 85 | \$ *3,049 57 |
| | WORKING ASSETS | | |
| \$ 222 13 | Cash..... | \$ 90 50 | \$ *131 63 |
| 99 30 | Net balance due from agents and conductors..... | 118 89 | 19 69 |
| 62,248 25 | Miscellaneous accounts receivable..... | 70,943 90 | 8,695 65 |
| \$ 62,569 68 | Total..... | \$ 71,153 39 | \$ 8,583 71 |
| \$ 188,130 10 | Grand total..... | \$ 194,664 24 | \$ 6,534 14 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 100,000 00 | Common stock..... | \$ 100,000 00 | |
| | WORKING LIABILITIES | | |
| \$ 5,130 57 | Audited vouchers and wages unpaid..... | \$ 4,976 80 | \$ *153 77 |
| | PROFIT AND LOSS | | |
| \$ 82,999 53 | Balance..... | \$ 89,687 44 | \$ 6,687 91 |
| \$ 188,130 10 | Grand total..... | \$ 194,664 24 | \$ 6,534 14 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 130 | 3 | 133 | .21 |
| Flour..... | 140 | 30 | 170 | .27 |
| Other mill products..... | 150 | 6 | 156 | .25 |
| Hay..... | 25 | — | 25 | .04 |
| Tobacco..... | — | 2 | 2 | — |
| Fruit and vegetables..... | 50 | 3 | 53 | .09 |
| Other products of agriculture..... | 15 | 6 | 21 | .03 |
| Total..... | 510 | 50 | 560 | .89 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 40 | — | 40 | .07 |
| Dressed meats..... | 2 | 3 | 5 | .01 |
| Other packing-house products..... | 2 | 10 | 12 | .02 |
| Poultry, game and fish..... | 12 | — | 12 | .02 |
| Wool..... | 1 | — | 1 | — |
| Other products of animals..... | 5 | 5 | 10 | .01 |
| Total..... | 62 | 18 | 80 | .13 |
| <i>Products of Mines:</i> | | | | |
| Bituminous coal..... | — | 1,678 | 1,678 | 2.68 |
| Stone, sand and other like articles..... | 490 | — | 490 | .78 |
| Total..... | 490 | 1,678 | 2,168 | 3.46 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 12,137 | — | 12,137 | 19.37 |
| Other products of forests..... | 46,508 | — | 46,508 | 74.21 |
| Total..... | 58,645 | — | 58,645 | 93.58 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | — | 15 | 15 | .02 |
| Sugar..... | — | 25 | 25 | .04 |
| Iron and steel rails..... | 310 | — | 310 | .49 |
| Other castings and machinery..... | — | 40 | 40 | .07 |
| Cement, brick and lime..... | — | 15 | 15 | .02 |
| Agricultural implements..... | — | 10 | 10 | .01 |
| Wagons, carriages, tools, etc..... | — | 5 | 5 | .01 |
| Wines, liquors and beers..... | — | 5 | 5 | .01 |
| Household goods and furniture..... | 30 | 4 | 34 | .06 |
| Other manufactures..... | 600 | 25 | 625 | 1.00 |
| Total..... | 940 | 144 | 1,084 | 1.73 |
| <i>Merchandise:</i> | | | | |
| Miscellaneous: Other commodities not men- tioned above..... | 50 | 5 | 55 | .09 |
| Total tonnage..... | 60,697 | 1,970 | 62,667 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | FREIGHT ORIGINATING ON THIS ROAD | | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TON-NAGE | |
|---|----------------------------------|-----------------------------|---|------------------------|-----------|
| | Delivered to Consignee | Delivered to Other Carriers | | | |
| | Whole Tons | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | | |
| Grain..... | 2 | | | 2 | .02 |
| Flour..... | 2 | | | 2 | .02 |
| Other mill products..... | 1 | | | 1 | .01 |
| Hay..... | 4 | | | 4 | .03 |
| Total..... | 9 | | | 9 | .08 |
| <i>Products of Animals:</i> | | | | | |
| Packing-house products..... | 1 | | | 1 | .01 |
| Total..... | 1 | | | 1 | .01 |
| <i>Products of Mines:</i> | | | | | |
| Stone, sand and other like articles..... | 400 | | | 400 | 3.20 |
| <i>Products of Forests:</i> | | | | | |
| Lumber..... | 12,000 | | | 12,000 | 96.09 |
| Other products of forests..... | 50 | | | 50 | .40 |
| Total..... | 12,050 | | | 12,050 | 96.49 |
| <i>Manufactures:</i> | | | | | |
| Household goods and furniture..... | 10 | | | 10 | .08 |
| Other manufactures..... | 5 | | 5 | 10 | .08 |
| Total..... | 15 | | 5 | 20 | .16 |
| Merchandise..... | | | 2 | 2 | .02 |
| Miscellaneous: Other commodities not mentioned above..... | | | 5 | 5 | .04 |
| Total tonnage—State..... | 12,475 | | 15 | 12,487 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|---|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Live stock..... | 40 | ----- | 48 | ----- | ----- |
| Bituminous coal..... | 1,678 | ----- | 839 | ----- | ----- |
| Lumber..... | 12,137 | ----- | 2,805 | ----- | ----- |

MILEAGE—ENTIRE LINE.

Mileage of Road Operated (All Tracks).

| LINE IN USE | LINE OWNED | | Line of Proprietary Companies | Line Operated Under Lease | Line Operated Under Contract | Line Operated Under Trackage Rights | Total Mileage Operated | New Line Constructed During Year | RAILS |
|---------------------------------------|------------|--------------------|-------------------------------|---------------------------|------------------------------|-------------------------------------|------------------------|----------------------------------|-------|
| | Main Line | Branches and Spurs | | | | | | | Steel |
| ENTIRE LINE: Miles of single track | 17.00 | 1.00 | ----- | ----- | 18.00 | ----- | ----- | ----- | 18.00 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Virginia..... | 4.47 | ----- | ----- | ----- | 4.47 | ----- | ----- | ----- | 4.47 |
| Tennessee..... | 12.53 | 1.00 | ----- | ----- | 13.53 | ----- | ----- | ----- | 13.53 |
| Total mileage operated (single track) | 17.00 | 1.00 | ----- | ----- | 18.00 | ----- | ----- | ----- | 18.00 |

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|---------------------|----------------------------------|-------|-------|
| | Main Line | Branches and Spurs | | | Iron | Steel |
| Virginia..... | 4.47 | ----- | 4.47 | ----- | ----- | 4.47 |
| Tennessee..... | 12.53 | 1.00 | 13.53 | ----- | ----- | 13.53 |
| Total mileage operated (single track)..... | 17.00 | 1.00 | 18.00 | ----- | ----- | 18.00 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. *Accidents Resulting from the Movement of Trains, Locomotives, or Cars.*

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|-----------------------------|-------------------|---------|--------|---------|
| | TRAINMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Coupling or uncoupling..... | ----- | 1 | ----- | 1 |

Average number employed during year: Trainmen, 4; switch tenders, crossing tenders and watchmen, 1; stationmen, 1; shopmen, 6; trackmen, 5; total, 17.

| SUMMARY | TOTAL | |
|------------------------------------|--------|---------|
| | Killed | Injured |
| TABLE A: Railway employees..... | ----- | 1 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|-----------------|-------|------------------|--|----------------------------------|-------------------------------|------------------|------------------------|---|-------------------|-------------------------|--|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | Ascending Grades | | | Descending Grades | | |
| | | | | | | | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| Helena, Va.----- | State line----- | 4.47 | ----- | 2.47 | 2.00 | ----- | 3 | 250.00 | 3.47 | 2 | 50.00 | 1.00 |

Bridges, Trestles, Tunnels, Etc.

| ITEM | NUMBER | AGGREGATE LENGTH | | MINIMUM LENGTH | | MAXIMUM LENGTH | | Height of Lowest Above Surface of Rail | |
|--|--------|------------------|--|----------------|--|----------------|--|--|-------|
| | | Feet | | Feet | | Feet | | Feet | In. |
| Trestles..... | 7 | 700 | | 12 | | 400 | | | |
| OVERHEAD HIGHWAY CROSSINGS: Trestles..... | 1 | | | | | | | 15 | ----- |

Gauge of track: 3 feet; 4.47 miles.

Louisville and Nashville Railroad Company

HISTORY

Exact name of common carrier making this report—Louisville and Nashville Railroad Company.

Date of organization—March 5, 1850.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Acts of Kentucky Legislature, approved March 5, 1850 (Acts 1849-50, page 427) and numerous amendments. See Acts of Assembly of Virginia, approved March 30, 1887.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-------------------------|-----------------------------|------------------------------------|
| August Belmont..... | New York, N. Y..... | October, 1913. |
| L. W. Botts..... | Louisville, Ky..... | |
| Warren Delano..... | New York, N. Y..... | |
| Wm. J. Dickinson..... | New York, N. Y..... | |
| Alexander Hamilton..... | Petersburg, Va..... | |
| Michael Jenkins..... | Baltimore, Md..... | |
| D. P. Kingsley..... | New York, N. Y..... | |
| G. M. Lane..... | Boston, Mass..... | |
| W. G. Oakman..... | New York, N. Y..... | |
| Edward W. Sheldon..... | New York, N. Y..... | |
| Milton H. Smith..... | Louisville, Ky..... | |
| H. Walters..... | Baltimore, Md..... | |
| John I. Waterbury..... | New York, N. Y..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|---------------------------------------|---------------------------|--------------------------|
| Chairman of the Board..... | Henry Walters..... | New York, N. Y. |
| President..... | Milton H. Smith..... | Louisville, Ky. |
| First Vice-President..... | Wible L. Mapother..... | Louisville, Ky. |
| Second Vice-President..... | William J. Dickinson..... | New York, N. Y. |
| Third Vice-President..... | Addison R. Smith..... | Louisville, Ky. |
| Fourth Vice-President..... | George E. Evans..... | Louisville, Ky. |
| Secretary..... | Joseph H. Ellis..... | Louisville, Ky. |
| Treasurer..... | William W. Thompson..... | Louisville, Ky. |
| General Counsel..... | Henry L. Stone..... | Louisville, Ky. |
| General Solicitor..... | William A. Colston..... | Louisville, Ky. |
| Comptroller..... | Charles Haydon..... | Louisville, Ky. |
| Assistant Comptroller..... | Alex. J. Pharr..... | Louisville, Ky. |
| Auditor of Disbursements..... | Robert E. Sewell..... | Louisville, Ky. |
| Auditor of Receipts..... | George Becker..... | Louisville, Ky. |
| General Manager..... | Benjamin M. Starks..... | Louisville, Ky. |
| Consulting Engineer..... | Richard Montfort..... | Louisville, Ky. |
| Chief Engineer..... | William H. Courtenay..... | Louisville, Ky. |
| Superintendent of Transportation..... | Charles B. Phelps..... | Louisville, Ky. |
| Freight Traffic Manager..... | Charles B. Compton..... | Louisville, Ky. |
| Passenger Traffic Manager..... | William A. Russell..... | Louisville, Ky. |
| General Freight Agent..... | David M. Goodwyn..... | Louisville, Ky. |
| General Passenger Agent..... | Robert D. Pusey..... | Louisville, Ky. |
| Asst. General Passenger Agent..... | Milton Smith..... | Louisville, Ky. |
| Real Estate Agent..... | Charles O. Bradford..... | Louisville, Ky. |

Officer to whom correspondence concerning this report should be addressed: Name, Charles Haydon; title, Comptroller; address, Louisville, Ky.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

| NAME | CONTROL | | | | | Other Parties to Agreement for Joint Control |
|--|---------------|--------------------------------|--|--------------------|--|--|
| | Sole or Joint | How Established | Extent | Direct or Indirect | If Indirect, Name of Intermediary Through Which Control is Established | |
| <i>Active Corporations:</i> New Orleans, Mobile and Chicago Railroad..... | Joint | Owners' of majority stock..... | 55.92 per cent. | Direct | | St. Louis and San Francisco R. R. |
| Nashville, Chattanooga and St. Louis Railway..... | Sole | " | 71.78 per cent. | " | | |
| Louisville, Henderson and St. Louis Railway..... | " | " | C.81.57 per cent. P.38.80 per cent. | " | | |
| Chicago, Indianapolis and Louisville Railway..... | Joint | " | P.38.78 per cent. C.46.70 per cent. | " | | Southern Railway Company. |
| South and North Alabama Railroad..... | Sole | " | P. 100 per cent. | " | | Alabama Great Southern Ry. |
| Nashville and Decatur Railroad..... | " | " | C.97.66 per cent. | " | | Southern Railway Company, Chesapeake and Ohio Ry. Co., Lexington and Eastern Ry. Co. |
| Wadsworth and Blount Railway..... | Joint | " | \$5.70 per cent. | " | | I. C. Ry. Co. & M. V. Ry. Co. |
| Central Transfer Railway and Storage Company..... | " | " | 50.00 per cent. | " | | I. C. Ry. Co. and St. L. Ry. Co. |
| Lexington Union Station Co..... | " | " | C.33.33 per cent. | " | | I. C. Ry. Co. and St. L. Ry. Co. |
| Memphis Railroad Terminal Co..... | " | " | 10.00 per cent. | " | | I. C. Ry. Co. and St. L. Ry. Co. |
| Missouri and Illinois Bridge and Belt Railroad Company..... | " | " | 9.09 per cent. | " | | B. & O. S. W. Ry. Co. R. I. & P. Ry. Co. St. L. & S. F. Ry. Co. Wabash Ry. Co. Vandalia Ry. Co. Mo. Pac. Ry. Co. St. I. M. & S. Ry. Co. K. & T. Ry. Co. P. & St. L. Ry. Co. C. C. & St. L. Ry. Co. |

| | | | | | |
|---|-------|---|-------------------------------------|--|---|
| Terminal Railroad Association of St. Louis..... | " | " | 0.67 per cent. | | C. R. I. & P. Ry., B. & O. N. W. Ry., Wabash Rd., M. K. & T. Ry., C. & A. Ry., Sou. Ry., St. L. I. M. & S. Ry., Mo. Pac. Ry., C. B. & Q. Ry., C. C. C. & St. L. Ry., Vandalia Rd., St. L. & S. F. Rd., I. C. Rd., St. L. S. W. Ry. |
| Kentucky Highlands R. R. Co.... | Sole | Right through agree- ment, etc..... | 100.00 per cent. | | Atlantic Coast Line Rd. Co. |
| Louisville and Nashville Ter- minal Company..... | " | Owners' of majority stock..... | 100.00 per cent. 50.00 per cent. | | Atlantic Coast Line Rd. Co. |
| Augusta Belt Railway Company..... | Joint | " | 50.00 per cent. | | Atlantic Coast Line Rd. Co. |
| Lexington Terminal R. R. Co. of Georgia..... | " | " | 50.00 per cent. | | Atlantic Coast Line Rd. Co. |
| Milledgeville Railway Co..... | " | " | 50.00 per cent. | | Atlantic Coast Line Rd. Co. |
| Monroe Railroad Co..... | " | " | 16.67 per cent. | | A. C. L. Rd. and Sou. Ry. |
| Augusta Union Station Co..... | " | " | | | |
| Augusta and Summerville Rail- road Company..... | " | " | 12.50 per cent. | | Sou. Ry., C. of Ga. Ry., C. & W. C. Ry., A. C. L. Rd. |
| Wasito and Black Mountain Rail- road Company..... | Sole | " | 100.00 per cent. | | |
| Lewisburg and Northern Rail- road Company..... | " | " | 100.00 per cent. | | |
| Lexington and Eastern Railway Company..... | " | " | 100.00 per cent. | | |
| Tuscaloosa Mineral Railroad Co.... | " | " | 100.00 per cent. | | |
| <i>Inactive Corporations:</i> | | | | | |
| Bay Minette and Ft. Morgan Rail- road..... | Sole | | 100.00 per cent. | | |
| Goodlettsville and Greenbrier Railroad..... | " | | 100.00 per cent. | | |
| Maysville and Lexington Rail- road—North Division..... | " | | 100.00 per cent. | | |
| Maysville and Lexington Rail- road—South Division..... | " | | 98.78 per cent. | | |
| Morganfield and Atlanta Railroad | " | Right through title to securities is- sued or assumed to exercise the major part of the voting power in such corporation. | 100.00 per cent. | | |
| Long Branch Coal Railroad | " | | 100.00 per cent. | | |
| Owensboro and Nashville Railway | " | | 100.00 per cent. | | |
| Pontchartrain Railroad | " | | 100.00 per cent. | | |
| South-east and St. Louis Railway | " | | 100.00 per cent. | | |
| Stouts Mountain Railroad | " | | 100.00 per cent. | | |
| Swan Creek Railway | " | | 100.00 per cent. | | |
| Henderson Belt Railroad | " | | 100.00 per cent. | | |
| South Carolina and Augusta Rail- road..... | " | | 100.00 per cent. | | |

FACTS PERTAINING TO CONTROL OF RESPONDENT.

- Date of last meeting of stockholders for election of directors—October 2, 1912.
 Date of last closing of stock books before end of year for which this report is made—January 20, 1913.
- Total number of stockholders of record at that date—3,574.
- Has each share of stock one vote?—Yes.
- Has any issue of securities contingent voting rights?—No.
- Has any issue of securities special privileges in the election of directors?—No.
- Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:
- (a) The form of control, whether sole or joint—Sole.
 - (b) The name of the controlling corporation or corporations—Atlantic Coast Line Railroad Company.
 - (c) The manner in which control was established—Through ownership of majority of capital stock.
 - (d) The extent of control—51.02 per cent.
 - (e) Whether control was direct or indirect—Indirect.
 - (f) The name of the intermediary through which control, if indirect, was established—New York Trust Company of New York, per Atlantic Coast Line Railroad Company.
- Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

CHANGES IN CLASSIFICATION OF MILEAGE.

| | |
|---|-------|
| Mad. Hart. and Eastern Div.: | |
| Triden to Ellmitch, Ky..... | 55.49 |
| All the property, rights and franchises, etc. of the Madisonville, Hartford and Eastern Railroad Company, conveyed to the respondent by deed dated September 3, 1912 (transferred from classification 2). | |
| Total..... | 55.49 |
| Pine Mountain Railroad Company: | |
| Savoy, Ky., to Gatliff, Ky..... | 18.60 |
| Nevisdale, Ky., to Packard, Ky..... | 2.49 |
| Yingling, Ky., to Elk, Ky..... | 1.75 |
| Surran, Ky., to Chadman, Ky..... | .31 |
| All the property, rights and franchises, etc., of the Pine Mountain Railroad Company conveyed to the respondent by deed dated April 1, 1913, (transferred from classification 2). | |
| Harriman, Knoxville and Eastern Railroad Company: | |
| Allingham, Tenn., to Harriman, Tenn..... | 17.54 |
| All the property, rights and franchises, etc., of the Harriman, Knoxville and Eastern Railroad Company conveyed to the respondent by deed dated February 5, 1913, (transferred from classification 2). | |
| Total..... | 40.69 |
| Decreased by the transfer of the above items..... | 96.18 |

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|-----------------------------------|--------------------------|-----------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> | | | | |
| Lou. & Nash. Main Stem. | Louisville, Ky. | Nashville, Tenn. | 185.81 | |
| Lebanon Branch. | Lebanon Jct. | Sinks, Ky. | 107.28 | |
| Nash. Flor. & Shef. Div. | Columbia, Tenn. | Furnace Jct., Ala. | 79.98 | |
| Nash. Flor. & Shef. Div. | Sheffield Jct., Ala. | Sheffield, Ala. | 1.16 | |
| Birm'ham Min. Div. | Boyles, Ala. | Morgane, Ala. | 80.12 | |
| Alabama Min. Div. | Attalla, Ala. | Calera, Ala. | 119.12 | |
| Mob. & Mont. Div. | Montgomery, Ala. | Mobile, Ala. | 177.67 | |
| Ala. & Flor. Div. | Georgiana, Ala. | Graceville, Fla. | 100.38 | |
| S. O. & M. Div. | Mobile, Ala. | New Orleans, La. | 141.17 | |
| Knoxville Div. | Corbin, Ky. | Etowah, Tenn. | 182.47 | |
| Atlanta Division (New) | Etowah, Tenn. | Junta, Ga. | 89.38 | |
| Atlanta Division (Old) | Etowah, Tenn. | Marietta, Ga. | 142.71 | |
| Cumberland Val. Div. | Corbin, Ky. | Norton, Va. | 117.20 | |
| Memphis Line. | Memphis Jct., Ky. | Memphis, Tenn. | 259.13 | |
| Memphis Line. | Leeswood, Tenn. | Aulon, Tenn. | 2.46 | |
| Henderson Div. | Amqui, Tenn. | Howell, Ind. | 146.98 | |
| Henderson Div. | Mortons, Ky. | Arklo, Ky. | 8.17 | |
| Southern Ala. Div. | Selma, Ala. | Escambia Jct., Ala. | 111.09 | |
| Pensacola Division. | Flomaton, Ala. | Pensacola, Fla. | 44.64 | |
| Penna. & Atl. Div. | Pensacola, Fla. | River Jct., Fla. | 160.48 | |
| Cincinnati Div. | Louisville, Ky. | Cincinnati, O. | 109.93 | |
| Cincinnati Div. | E. Louisville, Ky. | S. Louisville, Ky. | 4.23 | |
| Cincinnati Div. | Transfer Jct., Ky. | "A" St. Jct., Ky. | .76 | |
| Kentucky Div. | Covington, Ky. | Corbin, Ky. | 185.07 | |
| Louisville & Atl. Div. | Versailles, Ky. | Beattyville Jct., Ky. | 100.06 | |
| M. H. & E. Div. | Trident, Ky. | Ellmitch, Ky. | 55.49 | |
| | | | | 2,672.94 |
| <i>Branches and Spurs:</i> | | | | |
| Ches. & Nash. Branch. | Gallatin, Tenn. | Scottsville, Ky. | 35.44 | |
| Ches. & Nash. Branch. | Hartsville Jct., Tenn. | Hartsville, Tenn. | 11.38 | |
| N. F. & S. Div. Branch. | Sheffield, Ala. | Tuscumbia, Ala. | 2.63 | |
| N. F. & S. Div. Branch. | Iron City, Tenn. | Pinkney, Tenn. | 11.69 | |
| | Napier Jct., Tenn. | Napier, Tenn. | 10.92 | |
| | Couch Jct., Tenn. | Couch, Tenn. | 1.18 | |
| Montgomery & Prattville Branch. | Prattville Jct., Ala. | Prattville, Ala. | 10.36 | |
| Birmingham Mineral Div. Branches. | Black Creek, Ala. | Praco, Ala. | 29.14 | |
| | Ridgeland, Ala. | Arcadia, Ala. | 1.32 | |
| | Mineral Springs | Walmore, Ala. | 1.46 | |
| | Mineral Springs | Rilma, Ala. | 2.30 | |
| | Crocker Jct., Ala. | Durant, Ala. | 2.59 | |
| | Udora, Ala. | Erskine, Ala. | .73 | |
| | Chetopa, Ala. | Banner, Ala. | 4.01 | |
| | Vulcan, Ala. | Sayre Mines, Ala. | 1.69 | |
| | Dolcito Jct., Ala. | Dolcito, Ala. | .97 | |
| | Palmer, Ala. | Bradford, Ala. | 4.40 | |
| | Dixiana Jct., Ala. | Dixiana, Ala. | .52 | |
| | Village Springs | Mile Post 408, Ala. | 1.75 | |
| | Mattawana, Ala. | Graystone, Ala. | 1.75 | |
| | Altoona, Ala. | Schuler, Ala. | 1.14 | |
| | Boyles, Ala. | Trussville, Ala. | 17.13 | |
| | Red Cap Jct., Ala. | Graces, Ala. | 10.22 | |
| | Boyles, Ala. | Bessemer, Ala. | 15.74 | |
| | Vinita, Ala. | Graves Mines, Ala. | 2.62 | |
| | Blue Creek Jct. | Blotson Jct., Ala. | 27.07 | |
| | Valley Creek | Virginia, Ala. | 2.05 | |
| | Connellsville Jct., Ala. | Connellsville, Ala. | 1.77 | |
| | Yolande, Ala. | Brookwood, Ala. | 8.37 | |
| | North Ala. Jct. | Searles, Ala. | 3.32 | |
| | Abernant, Ala. | Rock Castle, Ala. | 1.59 | |
| | Chamblee, Ala. | Goethite, Ala. | 3.99 | |
| | Coffee Jct., Ala. | Martaban, Ala. | 1.12 | |
| | Magella, Ala. | Brick Yard "Y", Ala. | 8.02 | |
| | Arlo, Ala. | Docray, Ala. | 2.00 | |
| | Winetka, Ala. | Steinman, Ala. | 3.16 | |
| | Spring Gap No. 1. | Skyhy, Ala. | 1.60 | |
| | Graces, Ala. | Bessemer, Ala. | 11.59 | |
| | Readers, Ala. | Ferro No. 2, Ala. | 2.47 | |
| | Muscoda Jct., Ala. | Muscoda, Ala. | 1.51 | |
| | Tacoo, Ala. | Gurnee Jct., Ala. | 9.99 | |

ROAD OPERATED—ENTIRE LINE—CONTINUED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--------------------------------------|-----------------------|------------------------|-----------------------------------|---|
| | From | To | | |
| P. C. C. & St. L. Ry..... | Tracks at Cincinnati, | Ohio..... | .44 | |
| L. H. & St. L. Ry..... | Tracks at Owensboro, | Ky..... | .26 | |
| C. & O. Ry..... | Tracks at Lexington, | Ky..... | .20 | |
| | Track—Lexington, Ky., | to Netherland, Ky..... | .95 | |
| Lexington Union Station Company..... | Tracks at Lexington, | Ky..... | .22 | |
| Kentucky Highlands Railroad..... | Millville, Ky..... | Cliffside, Ky..... | 6.46 | |
| Total mileage operated..... | | | | 226.21 |
| | | | | 4,923.36 |

Explanatory Remarks.

Statement Accounting for Differences in Mileage Reported for the Year Ended June 30, 1912, and that Reported for the Year Ended June 30, 1913.

Mileage as reported June 30, 1912.....4,740.49

July 1, 1912—Deductions:

Frankfort and Cincinnati Railway.

Frankfort, Ky., to Paris, Ky. Respondent ceased to operate this road on June 30, 1912, pursuant to the judgment of the Franklin Circuit Court of the Commonwealth of Kentucky.....40.00

Cincinnati Division.

Louisville, Ky., to Cincinnati, O.—Remeasurement......06
 Louisville, Ky., to Pipe Line Ave., Ky.—Remeasurement......18

Henderson Division:

Amqui, Tenn., to Howell, Ind.—Remeasurement......02

Cumberland Valley Division:

V. & S. W. Ry. tracks, Appalachia, Va., to Big Stone Gap Furnace, Va. Line not used during the year.....3.77

Pensacola and Atlanta Division:

Atlantic Coast Line tracks at River Junction, Fla.—Remeasurement......14
 44.17

Less Additions:

Main Stem:

Louisville, Ky., to Nashville, Tenn.—Remeasurement......01

Cincinnati Division:

East Louisville, Ky., to South Louisville, Ky.—Remeasurement......08

Cumberland Valley Division:

V. & S. W. Ry. tracks, Pocket, Va., to Darbyville, Va.—Remeasurement......12

.21 43.96

Mileage operated July 1 to 31, 1912, inclusive.....4,696.53

ROAD OPERATED—ENTIRE LINE—CONTINUED.

*Explanatory Remarks—Continued.***August 1, 1912—Additions:**

Wasioto and Black Mountain Railroad:

| | | |
|---|------|------|
| Extension Baxter, Ky., to Ages, Ky..... | 5.01 | 5.01 |
|---|------|------|

| | |
|--|----------|
| Mileage operated August 1 to 7, 1912, inclusive..... | 4,701.54 |
|--|----------|

August 8, 1912—Additions:

Birmingham Mineral Division:

| | |
|---|-------|
| (Tuscaloosa Mineral Railroad), Brookwood, Ala., to Tuscaloosa, Ala..... | 17.73 |
|---|-------|

| | |
|----------------------------------|------|
| Holt Junction, to Holt, Ala..... | 3.09 |
|----------------------------------|------|

| | |
|----------------------------------|-------|
| New lines taken into system..... | 20.82 |
|----------------------------------|-------|

| | |
|---|----------|
| Mileage operated August 8 to October 28, 1912, inclusive..... | 4,722.36 |
|---|----------|

October 29, 1912—Additions:

Pensacola and Atlanta Division:

| | |
|---|--|
| Pensacola, Fla., to River Jet., Fla.—Rearrangement of passenger tracks, | |
|---|--|

| | |
|---------------------|-----|
| Pensacola, Fla..... | .01 |
|---------------------|-----|

| | |
|---|----------|
| Mileage operated October 29 to 31, 1912, inclusive..... | 4,722.37 |
|---|----------|

November 1, 1912—Additions:

Knoxville Division:

| | |
|---|------|
| Hacker, Ky., to Bon, Ky.—Extension of road..... | 2.55 |
|---|------|

| | |
|--|----------|
| Mileage operated November 1 to December 31, 1912, inclusive..... | 4,724.92 |
|--|----------|

January 1, 1913—Additions:

Lexington and Eastern Railway:

| | |
|-------------------------------------|-------|
| Netherland, Ky., to Dumont, Ky..... | 94.07 |
|-------------------------------------|-------|

| | |
|------------------------------------|--------|
| Dumont, Ky., to McRoberts, Ky..... | 100.61 |
|------------------------------------|--------|

| | |
|------------------------------------|------|
| Dumont, Ky., to Quicksand, Ky..... | 1.03 |
|------------------------------------|------|

| | |
|---------------------------------|--|
| New road taken into system..... | |
|---------------------------------|--|

| | |
|--|--|
| C. & O. Ry. tracks—Lexington, Ky., to Netherland, Ky., operated as part of | |
|--|--|

| | |
|------------------------------------|-----|
| Lexington and Eastern Railway..... | .95 |
|------------------------------------|-----|

Cumberland Valley Division:

| | |
|---------------------------------------|-----|
| N. & W. Ry. tracks at Norton, Va..... | .57 |
|---------------------------------------|-----|

| | |
|--------------------|--------|
| New extension..... | 197.23 |
|--------------------|--------|

| | |
|--|----------|
| Mileage operated January 1 to February 9, 1913, inclusive..... | 4,922.15 |
|--|----------|

February 10, 1913—Addition:

Wasioto and Black Mountain Railroad:

| | |
|---|------|
| Ponsa, Ky., to Amru, Ky.—Extension to road..... | 1.32 |
|---|------|

| | |
|--|----------|
| Mileage operated February 10 to 11, 1913, inclusive..... | 4,923.47 |
|--|----------|

February 12, 1913—Additions:

Birmingham Mineral Division:

| | |
|--|-----|
| Mineral Springs, Ala., to Walmore, Ala.—Extension to road..... | .38 |
|--|-----|

| | |
|--|----------|
| Mileage operated February 12 to May 14, 1913, inclusive..... | 4,923.85 |
|--|----------|

May 15, 1913—Deductions:

Nashville and Decatur Division:

| | |
|--|-----|
| Southern Ry. Co. track—Decatur Junction, Ala., to Decatur, Ala. Change in connection at Decatur, Ala..... | .48 |
|--|-----|

ROAD OPERATED—ENTIRE LINE—CONTINUED.

*Explanatory Remarks—Continued.**Less Additions:*

Nashville and Decatur Division:

| | | |
|---|-----|-----|
| Nashville, Tenn., to Decatur Junction, Ala..... | .08 | |
| Change in connection at Decatur Jct., Ala..... | | .40 |

| | |
|---|----------|
| Mileage operated May 15 to June 6, 1913, inclusive..... | 4,923.45 |
|---|----------|

June 7, 1913—*Deductions:*

Cumberland Valley Division (Pine Mountain Railroad):

| | |
|--|-----|
| Yingling, Ky., to Chadman, Ky. Change in line..... | .09 |
|--|-----|

| | |
|---|----------|
| Mileage operated June 7 to 30, 1913, inclusive..... | 4,923.36 |
|---|----------|

ROAD JOINTLY OWNED OR ROAD JOINTLY LEASED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line Included in Preceding Table |
|-----------------------|----------------------|---------------------|-----------------------------------|---|
| | From | To | | |
| Georgia Railroad..... | Augusta, Ga..... | Atlanta, Ga..... | | 171.00 |
| | Union Point, Ga..... | Athens, Ga..... | | 40.00 |
| | Barnett, Ga..... | Washington, Ga..... | | 18.00 |
| | Camak, Ga..... | Central of Ga. Ry. | | |
| | | Jct., Ga..... | | 74.00 |
| | | | | 303.00 |

Explanatory Remarks.

The Georgia Railroad is owned by the Georgia Railroad and Banking Company and is leased jointly to the Louisville and Nashville Railroad Company and the Atlantic Coast Line Railroad Company.

ROAD OPERATED—STATE OF VIRGINIA.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|------------------------|---------------------|-----------------------------------|---|
| | From | To | | |
| Cumberland Valley Division..... | State line, Va.-Tenn.. | Norton, Va..... | ----- | 66.11 |
| Pennington Branch..... | Pennington, Va..... | Pocket, Va..... | ----- | 1.99 |
| Norfolk and Western Ry. Virginia and Southwestern Railway: | Track at Norton, Va.. | ----- | 1.34 | |
| Black Mountain Ry..... | Pocket, Va..... | Darbyville, Va..... | 5.77 | |
| Baileys Trace Branch..... | St. Charles, Va..... | Kamont, Va..... | 1.98 | |
| Farm Branch..... | Paskert, Va..... | Valee, Va..... | 1.22 | |
| Monarch Branch..... | Turner's Station, Va.. | Imperial, Va..... | 3.03 | 13.34 |
| Total mileage operated..... | ----- | ----- | ----- | 81.44 |

Explanatory Remarks.

| | |
|---|-------|
| Mileage reported June 30, 1912..... | 84.52 |
| Add: | |
| Norfolk and Western Railway: | |
| Additional trackage at Norton, Va..... | .57 |
| Virginia and Southwestern Railway: | |
| Additional trackage, Pocket, Va., to Darbyville, Va..... | .12 |
| | 85.21 |
| Deduct: | |
| Virginia and Southwestern Railway: | |
| Trackage not used, Appalachia, Va., to Big Stone Gap Furnace..... | 3.77 |
| Mileage June 30, 1913..... | 81.44 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary or Outside Operations.

| DESIGNATION | Character of Business | Title (Ownership, Leased, Etc.) | State or Territory. |
|---|--|--|---------------------------------|
| Public toll bridge service (Newport and Cincinnati bridge)..... | Foot and wagon toll bridge..... | Owned..... | Kentucky and Ohio |
| West Pensacola Crosscutting Works..... | Crosscutting timber..... | Owned..... | Mississippi |
| Tennessee river transfer..... | Wharfage and tracks transferring freight between cars and boats..... | Owned..... | Tennessee |
| Wharfage and storage at Pensacola, Fla..... | Wharf, dock and storage warehouses..... | Owned..... | Florida |
| Dining and special car service..... | Dining cars..... | Owned..... | Over entire main line of system |
| Picnic grounds at Natural Bridge, Ky..... | Picnic grounds..... | Lexington and Eastern Ry. Co., operated by respondent, control being secured through stock ownership.... | Kentucky |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY—CONTINUED.

Miscellaneous Investments—Physical Property.

| DESIGNATION | Character of Business | State or Territory | Net Investment |
|---|-----------------------|----------------------|-----------------|
| Real estate, timber and quarry lands..... | | Various..... | \$ 24,703 50 |
| Donated lands, State of Alabama..... | | Alabama..... | 25,000 00 |
| Coal lands, mineral rights, etc., in State of Alabama..... | | Alabama..... | 200,124 27 |
| Lease hold in Wiggins property..... | | Cincinnati, O..... | 50,000 00 |
| Grant Hotel property..... | | Guthrie, Ky..... | 8,512 00 |
| Property and improvements..... | | Cincinnati, O..... | 611,609 75 |
| Material, property of the company, loaned to contractors..... | | Various..... | 152,222 87 |
| Property..... | | Memphis, Tenn..... | 30,286 60 |
| Real estate..... | | New Orleans, La..... | 124,876 11 |
| Real estate..... | | Cincinnati, O..... | 76,350 00 |
| Timber lands for West Pascagoula Creosote Works..... | | Mississippi..... | 16,601 47 |
| Wharfbboat..... | | Cincinnati, O..... | 826 27 |
| Material, property of the company in private sidings..... | | Various..... | 1,575,955 34 |
| Material, property of the company in track of the Tennessee Western Railroad..... | | Tennessee..... | 3,411 92 |
| Total..... | | | \$ 2,890,480 10 |

BONDS OUTSTANDING, MATURED OR DRAWN FOR SINKING FUND, NOT PRESENTED AS OF JUNE 30, 1913.

| | TERM | | Total Par Value not Held by Respondent |
|--|-------------------|-------------------|--|
| | Date of Issue | Date of Maturity | |
| <i>Mortgage Bonds:</i> | | | |
| City of Louisville—Lebanon branch extension..... | Oct. 15, 1863.... | Oct. 15, 1893.... | \$ 1,000 00 |
| Louisville, Cincinnati and Lexington Railway, first mortgage..... | Jan. 1, 1867.... | Jan. 1, 1897.... | 2,000 00 |
| Evansville, Henderson and Nashville Division, first mortgage gold..... | Dec. 1, 1879.... | Dec. 1, 1912.... | 4,000 00 |
| General mortgage gold..... | June 1, 1880.... | June 1, 1909.... | 1,000 00 |
| General mortgage gold..... | June 1, 1880.... | June 1, 1912.... | 1,000 00 |
| General mortgage gold..... | June 1, 1880.... | June 1, 1913.... | 61,000 00 |
| Henderson Bridge Co., first mortgage..... | Sept. 1, 1881.... | Sept. 1, 1912.... | 2,000 00 |
| Pensacola and Atlantic Railroad, first mortgage..... | Aug. 1, 1881.... | Feb. 1, 1911.... | 1,000 00 |
| Pensacola and Atlantic Railroad, first mortgage..... | Aug. 1, 1881.... | Feb. 1, 1913.... | 2,000 00 |
| <i>Collateral Trust Bonds:</i> | | | |
| Louisville and Nashville 6 per cent. sinking fund..... | Apr. 1, 1880.... | Apr. 1, 1910.... | 1,000 00 |
| <i>Income Bonds:</i> | | | |
| Mobile and Montgomery Railway income bonds..... | Jan. 1, 1875.... | Jan. 1, 1890.... | 4,000 00 |
| Total bonds due and unpaid..... | | | \$ 80,000 00 |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | | Total Par Value not Held by Re- spondents | INTEREST | | | |
|--|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|------|---|-------------------|---|--|---------------|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking Funds or Other | Rate | | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year | |
| | | | | | | | | | | | | | |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | | |
| Ky. Central Ry. 1st mort. | 1887 | 1937 | \$7,000,000 00 | \$6,742,000 00 | \$32,000 00 | | \$ 6,000 | | \$6,704,000 00 | 4 | J. & J. | \$ 268,160 00 | \$ 268,800 00 |
| Yel. Riv. R. R. 1st mort. | 1896 | 1919 | 150,000 00 | 140,000 00 | 140,000 00 | | | | | 4 | J. & J. | | |
| E. H. & N. Div. 1st mort. | 1879 | 1919 | 2,400,000 00 | 970,000 00 | | | | | 970,000 00 | 6 | J. & D. | 60,950 00 | 66,270 00 |
| Pennscola Div. 1st mort. | 1880 | 1926 | 600,000 00 | 255,000 00 | 5,000 00 | | | | 250,000 00 | 6 | M. & S. | 15,240 00 | 15,900 00 |
| S. E. & St. L. Div. 1st mort. gold | 1881 | 1921 | 3,500,000 00 | 3,500,000 00 | | | | | 3,500,000 00 | 6 | M. & S. | 210,000 00 | 210,210 00 |
| Pennscola and Atlantic R. R. 1st mort. | 1881 | 1921 | 3,000,000 00 | 1,782,000 00 | | | | | 1,782,000 00 | 6 | F. & A. | 110,071 50 | 114,270 00 |
| N. O. & M. Div. 1st mort. | 1880 | 1930 | 5,000,000 00 | 5,000,000 00 | | | 7,000 | | 4,963,000 00 | 6 | J. & J. | 299,580 00 | 299,010 00 |
| N. O. & M. Div. 2nd mort. | 1881 | 1930 | 1,000,000 00 | 1,000,000 00 | | | | | 1,000,000 00 | 6 | J. & J. | 60,000 00 | 60,210 00 |
| General mortgage gold. | 1880 | 1930 | 20,000,000 00 | 4,153,000 00 | 17,000 00 | | | | 4,136,000 00 | 6 | J. & D. | 278,575 00 | 283,050 00 |
| Gallatin & Scottsville Ry. 1st mortgage gold | 1906 | 1931 | 500,000 00 | 309,000 00 | 309,000 00 | | | | | 4 | J. & J. | | |
| Henderson Bridge 1st mortgage gold | 1881 | 1931 | 2,000,000 00 | 1,998,000 00 | | | 930,000 | | 1,068,000 00 | 6 | M. & S. | 64,660 00 | 119,670 00 |
| L. C. & L. Ry. general mortgage gold | 1881 | 1931 | 7,000,000 00 | 2,258,000 00 | | | | | 3,258,000 00 | 4 1/2 | M. & N. | 146,610 00 | 148,882 50 |
| First mort. 50-year gold. | 1887 | 1937 | 3,500,000 00 | 1,764,000 00 | 15,000 00 | | | | 1,749,000 00 | 5 | M. & N. | 87,450 00 | 87,275 00 |
| N. F. & S. Ry. 1st mort. gold | 1887 | 1937 | 2,500,000 00 | 2,096,000 00 | 100,000 00 | | | | 1,996,000 00 | 5 | F. & A. | 99,800 00 | 99,625 00 |
| Birmingham Mineral R. R. 1st mort. gold | 1887 | 1937 | 5,000,000 00 | 3,929,000 00 | | 3,929,000 | | | | 5 | M. & N. | | |
| Unified fifty-year gold. | 1890 | 1940 | 75,000,000 00 | 64,139,000 00 | 2,251,000 00 | | 17,000 | | 61,871,000 00 | 4 | J. & J. | 2,366,940 00 | 2,313,080 00 |
| Alabama Mineral R. R. 1st mort. gold | 1890 | 1940 | 3,150,000 00 | 3,150,000 00 | 3,150,000 00 | | | | | 4 | J. & J. | | |
| N. & C. Bridge Co. general mortgage gold | 1895 | 1945 | 1,500,000 00 | 1,400,000 00 | | | | | 1,400,000 00 | 4 1/2 | J. & J. | 63,000 00 | 62,347 50 |
| L. & N. M. & M. Ry. 1st mort gold | 1895 | 1945 | 5,000,000 00 | 4,000,000 00 | | | | | 4,000,000 00 | 4 1/2 | M. & S. | 180,000 00 | 180,090 00 |
| L. & N. Paducah & Mem- phis Div. 1st mort. gold | 1896 | 1946 | 5,000,000 00 | 4,686,000 00 | 217,000 00 | | | | 4,619,000 00 | 4 | F. & A. | 184,760 00 | 184,980 00 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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(a) L. & N. R. R. Co.'s one-half liability, the Southern Ry. Co. being liable for the other half.
(b) Representing balance of scrip dividend for which shares of stock have not been issued. On Feb. 10, 1903, a dividend of 1 per cent. on the \$60,000,000.00 capital stock of L. & N. R. R. Co. was declared payable in stock of the Louisville Property Co.

(b) Representing balance of scrip dividend for which shares of stock have not been issued. On Feb. 10, 1903, a dividend of 1 per cent. on the \$60,000,000 capital stock of L. & N. R. R. Co. was declared payable in stock of the Louisville Property Co.

FUNDED DEBT—CONTINUED—EQUIPMENT TRUST OBLIGATIONS.
General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | Equipment Covered | REMARKS |
|---|------------------|-----------|--------------------|---|--|
| Equipment series "A" 5% gold bonds..... | June 2, 1913.... | 10 years. | 20 | 20 consolidation freight locomotives, class H. 29..... 4 Pacific type passenger locomotives, class K. 3..... 2 steel underframe chair cars..... 2 steel underframe combination baggage and mail cars..... 10 steel underframe vestibule coaches..... 5 all steel postal cars..... 3 steel underframe baggage cars..... 14 steel underframe non-vestibule coaches..... 600 hopper bottom coal cars..... 200 ore cars..... 400 box cars..... 200 automobile cars..... 200 flat cars..... 600 drop bottom gondolas..... 150 stock cars..... 80 caboose..... 100 Rodgers ballast cars..... 2,500 all steel hopper cars..... 500 all steel drop bottom gondola cars..... | Indenture dated May 7, 1913, with the Fidelity and Columbia Trust Company of Louisville, Ky., as trustee. The terms of this indenture require the respondent to pay the sum of \$7,226,420.25, of which \$726,420.25 were paid upon the execution and delivery of the indenture; the remaining \$6,500,000.00 to be paid from the proceeds of the sale of Louisville and Nashville Railroad Company equipment series "A" 5% gold bonds, dated June 2, 1913. The discount on these bonds to be borne by the railroad company. Said bonds to bear interest at 5% per annum from June 1, 1913, to the respective dates of the payment thereof. Said interest shall be paid semi-annually on the first days of June and December of each year. |

FUNDED DEBT—EQUIPMENT TRUST OBLIGATIONS—CONTINUED.
Statement of Amount.

| SERIES OR OTHER DESIGNATION | Cash Paid on Delivery of Equipment | DEFERRED PAYMENTS | | | | INTEREST | | |
|-------------------------------------|--|--------------------|-----------------------|--------------------|-----------------------|---|-----------------------------------|------|
| | | PRINCIPAL | | INTEREST | | Amount Accrued During the Year | Amount Paid During the Year | Rate |
| | | Original Amount | Amount Outstanding | Original Amount | Amount Outstanding | | | |
| Equipment series "A" 5% gold bonds. | \$ 726,420 25 | \$6,500,000 00 | \$6,500,000 00 | \$1,706,250 00 | \$1,706,250 00 | \$ 26,180 33 | ----- | 5 |

REPORT STATE CORPORATION COMMISSION

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Outstanding | TOTAL PAR VALUE HELD By RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | |
|---------------------------------------|--|--|-----------------------|-----------------------------|--------------------------------|--|-------------------|-------------------------|-----------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | AMOUNT ACCRUED DURING THE YEAR | | Charged to Income | Charged to Construction | Amount Paid During the Year |
| Mortgage bonds..... | \$146,285,839 94 | \$ 8,824,839 94 | \$ 3,929,000 00 | \$ 962,000 00 | \$132,570,000 00 | \$ 5,524,686 50 | ----- | \$ 5,572,680 00 | |
| Collateral trust bonds..... | 11,042,500 00 | 439,500 00 | ----- | ----- | 10,603,000 00 | 471,170 00 | ----- | 470,170 00 | |
| Paid bonds, debentures and notes..... | 23,257 00 | ----- | ----- | ----- | 23,257 00 | ----- | ----- | ----- | |
| Miscellaneous funded obligations..... | 617,000 00 | ----- | ----- | ----- | 617,000 00 | 30,850 00 | ----- | 30,900 00 | |
| Equipment trust obligations..... | 6,500,000 00 | ----- | ----- | ----- | 6,500,000 00 | 26,180 33 | ----- | ----- | |
| Total..... | \$164,468,596 94 | \$ 9,264,339 94 | \$ 3,929,000 00 | \$ 962,000 00 | \$150,313,257 00 | \$ 6,052,886 83 | ----- | \$ 6,073,750 00 | |
| PURPOSE OF THE ISSUE | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | | Total Par Value Outstanding | Total Cash Realized | REMARKS | | | |
| | | Total Par Value Issued During the Year | | | | | | | |
| Total..... | \$ 15,000,000 00 | \$ 14,070,000 00 | | \$1164,468,596 94 | \$3142,351,277 41 | *Bonds that were assumed by this company are shown at par value for "total cash realized."†Includes \$14,155,339.94 bonds owned by the respondent. | | | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINES | |
|--------------------|-----------------------------|------------------|---------------------|--------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 71,963,800 00 | \$ 71,963,800 00 | ----- | 4,638.25 | \$ 15,515 |
| Funded debt..... | 164,468,506 94 | 164,468,506 94 | ----- | 4,638.25 | 35,459 |
| Total..... | \$236,432,306 94 | \$236,432,306 94 | ----- | 4,638.25 | \$ 50,974 |

DISCOUNT ON SECURITIES.
On *Funded Debt*.

| CLASS OF BOND OR OBLIGATION | NET AMOUNT OF DISCOUNT | | |
|---|------------------------|--------------------------------------|---|
| | Total | Charged to Income or Profit and Loss | To be Charged During Remaining Life of Security |
| <i>Mortgage Bonds:</i> | | | |
| Unified 50-year 4% gold..... | \$ 260,000 00 | \$ 260,000 00 | ----- |
| Atlanta, Knoxville and Cincinnati Divisions 4%..... | 540,000 00 | 540,000 00 | ----- |
| Equipment series "A" 5% gold..... | 130,000 00 | 130,000 00 | ----- |
| Total..... | \$ 930,000 00 | \$ 930,000 00 | ----- |

SECURITY FOR FUNDED DEBT.—JUNE 30, 1913.

| DESIGNATION OF BOND OR OBLIGATION. | Miles. | Amount of Mortgage per Mile of Line. |
|---|--------|--------------------------------------|
| Yellow River Railroad, first mortgage: | | |
| Crestview, Fla., to Florida, Ala..... | 26.40 | \$ 5,303 |
| Evansville, Henderson & Nashville Division, first mortgage: | | |
| Amqui, Tenn., to Henderson, Ky..... | 139.94 | |
| Madisonville, Ky., toward Providence, Ky..... | 11.00 | |
| | 147.94 | |
| Also an undivided half of the following line: | | |
| Edgefield Jct., Tenn., to Nashville, Tenn.... | 9.80 | |
| | 157.74 | 6,149 |
| Pensacola Division, first mortgage: | | |
| Flomaton, Ala., to Pensacola, Fla..... | 44.64 | 5,712 |
| Southeast and St. Louis Railway, first mortgage: | | |
| Evansville, Ind., to East St. Louis, Ill..... | 160.96 | |
| McLeansboro, Ill., to Shawneetown..... | 40.70 | |
| O'Fallon Jct., Ill., to O'Fallon, Ill..... | 6.04 | |
| | 207.70 | 16,851 |
| Pensacola and Atlantic Railroad, first mortgage: | | |
| Pensacola, Fla., to River Jct., Fla..... | 160.48 | 11,104 |
| New Orleans and Mobile Division, first mortgage: | | |
| Mobile, Ala., to New Orleans, La..... | 141.17 | 35,418 |
| Also covers 7,118 shares out of a total of 7,484 shares capital stock of Pontchartrain Railroad Company, par value \$711,800. Also all buildings, works and machinery and appurtenances of the Creosote Works at West Pascagoula, Miss. | | |

SECOND MORTGAGE.

| | | |
|---|--------|---------|
| New Orleans and Mobile Division, second mortgage: | | |
| Mobile, Ala., to New Orleans, La..... | 141.17 | \$7,084 |

Also covers 7,118 shares out of a total of 7,488 shares capital stock of Pontchartrain Railroad Company, par value \$711,800. Also all buildings, works and machinery and appurtenances of the Creosote Works at West Pascagoula, Miss.

FIRST MORTGAGE.

| | | |
|---|--------|--|
| General mortgage: | | |
| Louisville, Ky., to Edgefield Jct., Tenn..... | 176.01 | |
| Bardstown Jct., Ky., to Bardstown, Ky..... | 17.37 | |
| Lebanon Jct., Ky., to Livingston, Ky..... | 110.17 | |
| Memphis Jct., Ky., to Memphis, Tenn..... | 259.13 | |
| Rowland, Ky., to Richmond, Ky..... | 33.63 | |
| Extension to Providence, Ky..... | 5.10 | |
| Undivided one-half Edgefield Jct., Tenn., to Nashville, Tenn..... | 9.80 | |
| Cecelia, Ky., to Louis, Ky..... | 46.00 | |
| | 657.21 | |

SECURITY FOR FUNDED DEBT—CONTINUED.

| DESIGNATION OF BOND OR OBLIGATION. | Miles. | Amount of Mortgage per Mile of Line. |
|---|--------|---|
| SECOND MORTGAGE. | | |
| Subject to the prior lien of the Evansville, Henderson & Nashville | | |
| Division, first mortgage: | | |
| Henderson, Ky., to Amqui, Tenn..... | 136.94 | |
| Madisonville, Ky., towards Providence, Ky..... | 11.00 | |
| | 147.94 | 805.15 \$ 5,158 |
| (Note.—Also Edgefield Jct., Tenn., to Nashville, Tenn., undivided half of 9.80 miles. See mileage shown as first mortgage.) | | |
| FIRST MORTGAGE. | | |
| Gallatin & Scottsville Railway, first mortgage gold: | | |
| Gallatin, Tenn., to Scottsville, Ky..... | 35.44 | |
| Hartsville Jct., Tenn., to Hartsville, Tenn..... | 11.38 | |
| | 46.82 | 6,600 |
| Henderson Bridge Company, first mortgage: | | |
| Secured by mortgage upon the Henderson Bridge, across the Ohio river, and connecting tracks: | | |
| Henderson, Ky., to Howell, Ind..... | 10.04 | 199,004 |
| Louisville, Cincinnati and Lexington Railway, general mortgage: | | |
| Louisville, Ky., to Newport, Ky..... | 109.20 | |
| LaGrange, Ky., to Lexington, Ky..... | 67.00 | |
| | 176.20 | 18,490 |
| First mortgage, 5 per cent, fifty-year gold: | | |
| Corbin, Ky., to Norton, Va..... | 117.20 | |
| Pennington, Va., to connection with Black Mountain Railway | 1.99 | |
| Princeton Jct., to Princeton, Ky..... | 52.71 | |
| Bardstown, Ky., to Springfield, Ky..... | 20.07 | |
| | 191.97 | 9,189 |
| Birmingham Mineral Railroad, first mortgage, 5 per cent: | | |
| Magella, Ala., to Brickyard Y., Ala..... | 8.02 | |
| Winetka, Ala., to Steinman, Ala..... | 3.16 | |
| Graces, Ala., to Bessemer, Ala..... | 11.59 | |
| Muscoda Jct., Ala., to Muscoda, Ala..... | 1.51 | |
| Blue Creek Jct., Ala., to Blocton Jct., Ala..... | 27.07 | |
| Yolande, Ala., to Brookwood, Ala..... | 8.37 | |
| Chamblee, Ala., to Goethite, Ala..... | 3.99 | |
| Bessemer, Ala., to Boyles, Ala..... | 15.74 | |
| Boyles, Ala., to Champion, Ala..... | 35.99 | |
| Villa Springs, Ala., to Gurley Jct., Ala..... | 1.75 | |
| Palmer, Ala., to Bradford, Ala..... | 4.40 | |
| Boyles, Ala., to Trussville, Ala..... | 17.13 | |
| Red Gap Jct., Ala., to Graces, Ala..... | 10.22 | |
| Tascoa, Ala., to Gurnee Jct., Ala..... | 9.99 | |
| Readers, Ala., to Ferro No. 2, Ala..... | 2.47 | |
| Connellsville Jct., Ala., to Connellsville, Ala..... | 1.77 | |
| Abernant, Ala., to Rockcastle, Ala..... | 1.59 | |
| Chaffee Jct., Ala., to Martaban, Ala..... | 1.12 | |
| Dolcito Jct., Ala., to Dolcito, Ala..... | .97 | |
| Dixiana Jct., Ala., to Dixiana, Ala..... | .52 | |
| Mattawana, Ala., to Graystone, Ala..... | 1.75 | |
| Spring Gap No. 1, Ala., to Skyhy, Ala..... | 1.60 | |
| Vinita, Ala., toward Graves Mine, Ala..... | .48 | |
| | 171.20 | 22,950 |

SECURITY FOR FUNDED DEBT—CONTINUED.

| DESIGNATION OF BOND OR OBLIGATION. | Miles. | Amount of Mortgage per Mile of Line. |
|--|--------|---|
| FIRST MORTGAGE. | | |
| Nashville, Florence and Sheffield, first mortgage, 5 per cent: | | |
| Columbia, Tenn., to Florence, Ala..... | 81.14 | |
| Iron City, Tenn., to Pinkney, Tenn..... | 11.69 | |
| Summertown, Tenn., to Napier, Tenn..... | 10.92 | |
| | <hr/> | |
| | 103.75 | \$ 20,202 |
| The Louisville and Nashville Railroad Company guarantees these bonds, both principal and interest. | | |
| Unified fifty-year 4 per cent. gold mortgage: | | |
| Secured by certain property and assets of the Louisville and Nashville Railroad Company, subject to prior liens origin- ally amounting to \$41,917,660, which amount has been reduced to \$10,844,000, for which unified bonds have been reserved. | | |
| Livingston, Ky., to Jellico, Tenn..... | 61.20 | |
| Present mileage of new lines constructed and purchased since date of mortgage: | | |
| <i>Clarksville Mineral Branch.</i> | | |
| Hematite, Tenn., to Pond, Tenn..... | 30.71 | |
| Van Leer, Tenn., to Cumberland Furnace, Tenn..... | 6.19 | |
| | <hr/> | 36.90 |
| <i>Middlesborough Railroad.</i> | | |
| Middlesborough, Ky., to Manring, Tenn..... | 8.30 | |
| Stony Fork Jct., Ky., to Logmont, Ky..... | 5.95 | |
| (a) Tracks around Middlesborough, Ky., Cole Creek and Stony Fork Switchbacks..... | 1.18 | |
| Logmont, Ky., to Elwood, Ky..... | 2.87 | |
| | <hr/> | 18.30 |
| <i>Memphis Connection Track.</i> | | |
| Leewood, Tenn., to Aulon, Tenn..... | | 2.46 |
| <i>Oneonta and Attalla Railroad.</i> | | |
| Champion, Ala., to Moragne, Ala..... | 24.13 | |
| Altoona, Ala., to Schuler, Ala..... | 1.14 | |
| | <hr/> | 25.27 |
| <i>North Alabama Railroad.</i> | | |
| North Alabama Jct., Ala., to Searles, Ala..... | 3.32 | |
| Black Creek, Ala., to Banner, Ala..... | 17.68 | |
| Crocker Jct., Ala., to Durant, Ala..... | 2.59 | |
| Udora, Ala., to Erskine, Ala..... | .73 | |
| Chetopa, Ala., to Sayre Mines, Ala..... | 3.55 | |
| Valley Creek, Ala., to Virginia, Ala..... | 2.05 | |
| Ridgeland, Ala., to Arcadia, Ala..... | 1.32 | |
| Mineral Springs, Ala., to Dunn, Ala..... | 1.46 | |
| Mineral Springs, Ala., to Rilma, Ala..... | 2.30 | |
| | <hr/> | 35.00 |
| <i>Sheffield and Tusculumbia Branch.</i> | | |
| Sheffield, Ala., to Tusculumbia, Ala..... | 2.63 | |
| <i>Montgomery and Prattville Branch.</i> | | |
| Prattville Jct., Ala., to Prattville, Ala..... | 10.36 | |

(a) These tracks are now operated as side tracks, and not as main line.

SECURITY FOR FUNDED DEBT—CONTINUED.

| DESIGNATION OF BOND OR OBLIGATION. | Miles. | Amount of Mortgage per Mile of Line. |
|--|--------|---|
| <i>Shelby Cut-Off.</i> | | |
| Shelbyville, Ky., to Christiansburg, Ky..... | 8.51 | |
| <i>Southern Alabama Division.</i> | | |
| Selma, Ala., to Escambia Jct., Ala..... | 111.09 | |
| Camden Jct., Ala., to Camden, Ala..... | 16.55 | |
| | | 127.64 |
| <i>Greensburg Branch.</i> | | |
| C. & O. Jct., Ky., to Greensburg, Ky..... | 30.85 | |
| <i>Myrtlewood Branch.</i> | | |
| Selma, Ala., to Myrtlewood, Ala..... | 60.25 | |
| <i>Alabama and Florida Division.</i> | | |
| Georgiana, Ala., to Graceville, Fla..... | 100.38 | |
| Duval, Ala., to Paxton, Fla..... | 23.48 | |
| McPhail, Ala., to near State line, Ala.-Fla..... | .21 | |
| | | 124.07 |
| <i>Bloomfield Branch.</i> | | |
| Shelbyville, Ky., to Bloomfield, Ky..... | 26.72 | |
| <i>Louisville, Harrod's Creek and Westport Branch.</i> | | |
| Louisville, Ky., to Pipe Line Ave..... | 3.28 | |
| <i>Cumberland River and Tennessee Railroad.</i> | | |
| C. R. & T. Jct., Ky., to Chenoa, Ky..... | 12.35 | |
| <i>Jellico, Bird-Eye and Northern Branch.</i> | | |
| Jellico, Tenn., to Halsey, Ky..... | 8.11 | |
| <i>Birmingham Mineral Division.</i> | | |
| Near Vinita, Ala., to Graves Mines, Ala..... | 2.14 | |
| Total first mortgage mileage..... | 596.04 | |
| SECOND MORTGAGE. | | |
| Subject to the prior lien of the general mortgage: | | |
| Louisville, Ky., to Edgefield Jct., Tenn..... | 176.01 | |
| Bardstown Jct., Ky., to Bardstown, Ky..... | 17.37 | |
| Lebanon Jct., Ky., to Livingston, Ky..... | 110.17 | |
| Memphis Jct., Ky., to Memphis, Tenn..... | 259.13 | |
| Extension to Providence, Ky..... | 5.10 | |
| Undivided one-half Edgefield Jct., Tenn., to Nashville, Tenn..... | 9.80 | |
| | | 577.58 |
| Subject to the prior lien of the first mortgage 5 per cent. fifty-year gold bonds: | | |
| Bardstown, Ky., to Springfield, Ky..... | 20.07 | |
| Corbin, Ky., to Norton, Va..... | 117.20 | |
| Pennington, Va., to connection with Black Mountain Railway | 1.99 | |
| Princeton Jct., Tenn., to Princeton, Ky..... | 52.71 | |
| | | 191.97 |

SECURITY FOR FUNDED DEBT—CONTINUED.

| DESIGNATION OF BOND OR OBLIGATION. | Miles. | Amount of Mortgage per Mile of Line. |
|---|--------|---|
| Unified fifty-year 4 per cent. gold mortgage.—Con. | | |
| Subject to the prior lien of the Birmingham Mineral Railroad mortgage: | | |
| Magella, Ala., to Brickyard Y., Ala..... | 8.02 | |
| Winetka, Ala., to Steinman, Ala..... | 3.16 | |
| Graces, Ala., to Bessemer, Ala..... | 11.59 | |
| Muscoda Jct., Ala., to Muscoda, Ala..... | 1.51 | |
| Blue Creek Jct., Ala., to Blocton Jct., Ala..... | 27.07 | |
| Yolande, Ala., to Brookwood, Ala..... | 8.37 | |
| Chamblee, Ala., to Goethite, Ala..... | 3.99 | |
| Bessemer, Ala., to Boyles, Ala..... | 15.74 | |
| Boyles, Ala., to Champion, Ala..... | 35.99 | |
| Village Springs, Ala., to Gurley Jct., Ala..... | 1.75 | |
| Palmers, Ala., to Bradford, Ala..... | 4.40 | |
| Boyles, Ala., to Trussville, Ala..... | 17.13 | |
| Red Gap Jct., Ala., to Graces, Ala..... | 10.22 | |
| Tacoa, Ala., to Gurnee Jct., Ala..... | 9.99 | |
| Readers, Ala., to Ferro No. 2, Ala..... | 2.47 | |
| Connellsville Jct., Ala., to Connellsville, Ala..... | 1.77 | |
| Abernant, Ala., to Rockcastle, Ala..... | 1.59 | |
| Coffee Jct., Ala., to Martaban, Ala..... | 1.12 | |
| Dolcito Jct., Ala., to Dolcito, Ala..... | .97 | |
| Dixiana Jct., Ala., Dixiana, Ala..... | .52 | |
| Mattawana, Ala., to Graystone, Ala..... | 1.75 | |
| Spring Gap No. 1, Ala., to Skyhy, Ala..... | 1.60 | |
| Vinita, Ala., toward Graves Mine, Ala..... | .48 | |
| | <hr/> | 171.20 |
| Subject to the prior lien of the Newport and Cincinnati Bridge Company mortgage: | | |
| Newport, Ky., to Cincinnati, Ohio..... | | .73 |
| Subject to the prior lien of the Yellow River Railroad Company's mortgage: | | |
| Near State line, Ala.-Fla., to Lakewood, Fla..... | | 2.59 |
| Subject to the prior lien of the L. C. & L. general mortgage: | | |
| Louisville, Ky., to Newport, Ky..... | 109.20 | |
| LaGrange, Ky., to Lexington, Ky..... | 67.00 | |
| | <hr/> | 176.20 |
| Subject to prior lien of Henderson Bridge Company first mortgage. Secured by mortgage upon the Henderson Bridge across the Ohio river, and connecting tracks. | | |
| Henderson, Ky., to Howell, Ind..... | | 10.04 |
| Total second mortgage mileage..... | | <hr/> 1,130.31 |

SECURITY FOR FUNDED DEBT—CONTINUED.

| DESIGNATION OF BOND OR OBLIGATION. | Miles. | Amount of Mortgage per Mile of Line. |
|--|----------|---|
| THIRD MORTGAGE. | | |
| Subject to the prior liens of the E. H. & N. Division and general mortgages: | | |
| Amqui, Tenn., to Henderson, Ky..... | 136.94 | |
| Madisonville, Ky., towards Providence, Ky..... | 11.00 | |
| Total third mortgage mileage..... | 147.94 | |
| Note.—Also Edgefield Jct., Tenn., to Nashville, Tenn., undivided half of 9.80 miles. (See mileage shown as second mortgage.) | | |
| Grand total unified mortgage mileage..... | 1,874.29 | \$34,220 |

The unified mortgage in addition to the above mileage covers the leasehold interest of the L. & N. R. R. Co., in the Nashville and Decatur Railroad, the L. & N. R. R. Co. holding a lease of that railroad for the term of 999 years from the first of July, 1900.

The following is a full list of all the securities deposited with the Central Trust Company of New York, trustee, as collateral for unified fifty-year 4 per cent. gold mortgage bonds.

| STOCKS. | Par Value | |
|---|-----------|-----------------|
| 15,000 shares Louisville, Cincinnati and Lexington Railway Company, preferred..... | \$100 | \$ 1,500,000.00 |
| 9,850 shares Louisville, Cincinnati and Lexington Railway Company, common..... | 100 | 985,000.00 |
| 20,000 shares South and North Alabama Railroad Company, preferred..... | 100 | 2,000,000.00 |
| 11,274 shares South and North Alabama Railroad Company, common..... | 100 | 1,127,400.00 |
| 29,397 shares Mobile and Montgomery Railway Company..... | 100 | 2,939,700.00 |
| 29,850 shares New Orleans, Mobile and Texas Railroad Company (as reorganized)..... | 100 | 3,985,000.00 |
| 9,800 shares Southeast and St. Louis Railway Company..... | 100 | 980,000.00 |
| 55,015 shares Nashville, Chattanooga and St. Louis Railway Company..... | 100 | 5,501,500.00 |
| 33,009 shares Nashville, Chattanooga and St. Louis Railway. Receipt for instalments paid..... | | 3,300,900.00 |
| 9,634 shares Owensboro and Nashville Railway Company..... | 100 | 963,400.00 |
| 5,010 shares Henderson Bridge Company..... | 100 | 501,000.00 |
| 2,850 shares Pensacola Railroad Company..... | 100 | 285,000.00 |
| 1,000 shares Louisville Railway Transfer Company..... | 100 | 100,000.00 |
| 24,126 shares Birmingham Mineral Railroad Company..... | 100 | 2,412,600.00 |
| 19,690 shares Alabama Mineral Railroad Company..... | 100 | 1,969,000.00 |
| 6,150 shares Nashville, Florence and Sheffield Railway Company..... | 100 | 615,000.00 |
| 395 shares Henderson Belt Railroad Company..... | 50 | 19,750.00 |
| 11,785 6-50 shares Shelby Railroad Company..... | 50 | 589,250.00 |
| Total stocks..... | | \$29,774,506.00 |

FIRST MORTGAGE.

| | | |
|---|--------|----------|
| Alabama Mineral Railroad first mortgage bonds: | | |
| Attalla, Ala., to Calera, Ala..... | 119.12 | |
| Gantt's Jct., Ala., to Gantt's Quarry, Ala..... | 1.65 | |
| O'Conner Jct., Ala., to Buck, Ala..... | 2.22 | |
| Rock Springs, Ala., to Leba, Ala..... | 2.33 | |
| | 125.32 | \$25,136 |

SECURITY FOR FUNDED DEBT—CONTINUED.

| DESIGNATION OF BOND OR OBLIGATION. | Miles. | Amount of Mortgage per Mile of Line. |
|--|--------|---|
| FIRST MORTGAGE. | | |
| L. & N. R. R. and M. & M. Ry. 4½ per cent. gold first mortgage: | | |
| Montgomery, Ala., to Mobile, Ala..... | 177.67 | \$ 22,514 |
| L. & N., Paducah and Memphis Division, fifty-year 4 per cent. gold first mortgage: | | |
| Paducah, Ky., to Memphis, Tenn..... | 254.20 | 19,024 |
| Lexington, Ky., to Perryville, Tenn..... | | |
| Atlanta, Knoxville and Northern Railway Company, first mort- gage 5 per cent.: | | |
| A. K. & N. Jet., Knoxville, Tenn. to Junta, Ga..... | 146.94 | |
| Etowah, Tenn., to Marietta, Ga..... | 142.71 | |
| Mentor, Tenn., to Greenback, Tenn..... | 17.76 | |
| Murphy Jet., Ga., to Murphy, N. C..... | 23.47 | |
| | 330.88 | 3,022 |
| Atlanta, Knoxville and Cincinnati Division, gold 4 per cent.: | | |
| This mortgage covers the line of road from Cincinnati, Ohio, to Atlanta, Ga., including certain trackage rights, and is subject to various prior mortgages on different parts of the line. Also covers terminal properties at Cincinnati, Ohio, Atlanta, Ga., and Knoxville, Tenn. | | |
| Saxton, Ky., to Knoxville, Tenn..... | 78.61 | |
| Holton, Tenn., to Hyde, Tenn..... | 2.21 | |
| Ilford, Tenn., to Westbourne, Tenn..... | 2.93 | |
| Dossett, Tenn., to Khotan, Tenn..... | 12.24 | |
| Khotan, Tenn., to Windrock, Tenn..... | .72 | |
| Greenback, Tenn., to Jena, Tenn..... | 1.14 | |
| Armona, Tenn., to Marysville, Tenn..... | 3.86 | |
| Athens, Tenn., to Tellico Plains, Tenn..... | 22.42 | |
| Allingham, Tenn., to Harriman, Tenn..... | 17.54 | |
| Savoy, Ky., to Gatliff, Ky..... | 18.60 | |
| Nevisdale, Ky., to Packard, Ky..... | 2.49 | |
| Yingling, Ky., to Elk, Ky..... | 1.75 | |
| Surran, Ky., to Chadman, Ky..... | .51 | |
| Versailles, Ky., to Beattyville Jet., Ky..... | 100.06 | |
| Heidelberg, Ky., to Ida May, Ky..... | 3.00 | |
| | 267.88 | |
| SECOND MORTGAGE. | | |
| Subject to the prior lien of the unified fifty-year 4 per cent. gold mortgage: | | |
| Livingston, Ky., to Jellico, Tenn..... | 61.20 | |
| Jellico, Tenn., to Halsey, Ky..... | 8.11 | |
| | 69.31 | |
| Subject to the prior lien of Kentucky Central Railway first mort- gage: | | |
| Covington, Ky., to Richmond, Ky..... | 146.68 | |
| Ft. Estell, Ky., to Sinks, Ky..... | | |
| Paris, Ky., to Lexington, Ky..... | 17.86 | |
| Paris, Ky., to Maysville, Ky..... | 49.48 | |
| | 214.02 | |
| Subject to the prior lien of general mortgage: | | |
| Richmond, Ky., to Ft. Estill, Ky..... | 3.20 | |
| Total second mortgage..... | 286.53 | |

SECURITY FOR FUNDED DEBT—CONTINUED.

| DESIGNATION OF BOND OR OBLIGATION. | Miles. | Amount of Mortgage per Mile of Line. |
|--|--------|---|
| THIRD MORTGAGE. | | |
| Atlanta, Knoxville & Cincinnati Division gold 4 per cent.—Contd. Subject to the prior liens of the Newport and Cincinnati Bridge Company's general mortgage and the unified fifty-year 4 per cent. gold mortgage: | | |
| Cincinnati, Ohio., to Newport, Ky..... | .73 | |
| Subject to the prior liens of the general mortgage and the unified fifty-year 4 per cent. gold mortgage: | | |
| Sinks, Ky., to Livingston, Ky..... | 3.34 | |
| Subject to the prior liens of the Atlanta, Knoxville and Northern Railway Company's first mortgage and Atlanta, Knox- ville and Northern Railway Company's first consolidated mortgage: | | |
| A. K. & N. Jet., Knoxville, Tenn., to Junta, Ga..... | 146.94 | |
| Etowah, Tenn., to Marietta, Ga..... | 142.71 | |
| Mentor, Tenn., to Greenback, Tenn..... | 17.76 | |
| Murphy Jet., Ga., to Murphy, N. C..... | 23.47 | |
| The following line not operated as main line: | | |
| Ellen N. Ga., to connection with Atlanta Belt Line..... | 7.12 | |
| Subject to the prior liens of the Louisville, Cincinnati and Lexing- ton Railway Company's general mortgage and unified fifty-year 4 per cent. gold mortgage: | | |
| Newport, Ky., to Latonia, Ky..... | 3.58 | |
| | <hr/> | 338.53 |
| Grand total..... | 892.94 | \$28,576 |
| SECOND MORTGAGE. | | |
| Atlanta, Knoxville and Northern Railway Company first con- solidated mortgage: | | |
| A. K. & N. Jet., Knoxville, Tenn., to Junta, Ga..... | 146.94 | |
| Etowah, Tenn., to Marietta, Ga..... | 142.71 | |
| Mentor, Tenn., to Greenback, Tenn..... | 17.76 | |
| Murphy Jet., Ga., to Murphy, N. C..... | 23.47 | |
| | <hr/> | 330.88 |
| St. Louis Property twenty-year 5 per cent. first mortgage gold: Issued for the purchase and improvement of terminal property in St. Louis, Mo. The bonds are secured by lien on the property purchased. | | 1,511 |
| Newport and Cincinnati Bridge Company 4½ per cent. general mortgage: | | |
| Bridges and tracks from Newport, Ky., to Cincinnati, Ohio.. | .73 | 1,917,808 |
| Secured by first mortgage on the bridge from Newport, Ky., to Cincinnati, Ohio, land on which bridge is located and all privileges and appurtenances, etc. | | |
| These bonds are guaranteed principal and interest by the Pennsylvania Company. | | |
| FIRST MORTGAGE. | | |
| Madisonville, Hartford and Eastern Railroad first mortgage gold: | | |
| Trident, Ky., to Ellmitch, Ky..... | 55.49 | 32,724 |
| Lexington and Eastern Railway general mortgage: | | |
| Netherland, Ky., to Dumont, Ky..... | 94.07 | |
| Dumont, Ky., to McRoberts, Ky..... | 100.61 | |
| Dumont, Ky., to Quicksand, Ky..... | 1.03 | |
| | <hr/> | 195.71 |
| | | 164 |

SECURITY FOR FUNDED DEBT—CONTINUED.

| DESIGNATION OF BOND OR OBLIGATION. | Miles. | Amount of Mortgage per Mile of Line. |
|---|--------|---|
| SECOND MORTGAGE. | | |
| Southeast and St. Louis Railway second mortgage: | | |
| Evansville, Ind., to East St. Louis, Ill..... | 160.96 | |
| McLeansboro, Ill., to Shawneetown, Ill..... | 40.70 | |
| O'Fallon Jct., Ill., to O'Fallon, Ill..... | 6.04 | |
| | 207.70 | \$ 14,444 |
| FIRST MORTGAGE. | | |
| Kentucky Central Railway first mortgage: | | |
| Covington, Ky., to Richmond, Ky..... | 146.68 | |
| Ft. Estill, Ky., to Sinks, Ky..... | | |
| Paris, Ky., to Lexington, Ky..... | | 17.86 |
| Paris, Ky., to Maysville, Ky..... | 49.48 | |
| Subject to the prior lien of the general mortgage: | | |
| * Richmond, Ky., to Rowland, Ky..... | 33.63 | |
| | 247.65 | 27,224 |
| First mortgage 5 per cent. trust gold: | | |
| Secured by deposit in trust with the Farmer's Loan and Trust Company, trustee, of the following bonds as collateral: | | |
| Birmingham Mineral Railroad first mortgage 5 per cent. bonds..... | | 3,929,000 |
| Owensboro and Nashville Railway first mortgage 6 per cent. bonds..... | | 1,200,000 |
| ROAD MORTGAGED. | | |
| L. & N. Southern Monon collateral 4 per cent. joint gold: | | |
| Secured by trust indenture to the Guarantee Trust Company, New York, trustee, (successor to Standard Trust Company of New York), pledging to the trustee the following securities as collateral: | | |
| 38,724 shares preferred stock in Chicago, Indianapolis and Louisville Railway of \$100.00 each..... | | \$3,873,400 00 |
| 97,969 shares common stock in Chicago, Indianapolis and Louisville Railway of \$100.00 each..... | | 9,796,900 00 |
| The L. & N. R. R. Co. and the Southern Railway are each liable for one-half of the bonds, principal and interest, and each of them must bear one-half of all other obligations imposed by the indenture under which the bonds were issued. Should either company default in its obligations to the other, in respect of the bonds of this issue, the pledged shares belonging to such company so in default shall become and be the property of the company not in default, which thenceforth shall be liable in severalty upon all covenants contained in the bonds. | | |

* This mortgage is not a lien upon the actual property, but merely on the perpetual leasehold of the Kentucky Central Railway Company, which passed to the Louisville and Nashville Railroad Company by deed of September 22, 1891, subject to this mortgage.

ADJUSTMENTS.

Additions and Betterments—Nashville and Decatur Railroad, heretofore
charged to Income or Profit and Loss:

| | |
|-------------------------------|--------------|
| Year ended June 30, 1908..... | \$64,212 47 |
| Year ended June 30, 1909..... | 10,257 41 |
| Year ended June 30, 1910..... | 24,522 89 |
| Year ended June 30, 1911..... | 18,632 55 |
| Year ended June 30, 1912..... | 11,420 59 |
| | \$129,045 91 |

OTHER ADDITIONS AND BETTERMENTS.

| | |
|---|--------------|
| Track scales..... | \$ 7,726 54 |
| Tie-treating plant | 7,867 31 |
| Section houses..... | 66,774 60 |
| Storage shed for electrical material..... | 235 09 |
| Arc lights in train yard..... | 2,108 99 |
| Y. M. C. A. building..... | 2,213 10 |
| Car inspector's shanty..... | 244 52 |
| Agent's house..... | 975 66 |
| Mail crane..... | 200 65 |
| Yard offices..... | 5,011 14 |
| Watchman's tower..... | 363 36 |
| | \$ 93,720 96 |

**EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.**

| ACCOUNT | From Cash or Other Working Assets | Property Retired or Converted | Adjustments | Total |
|---|---|-------------------------------------|---------------|-----------------|
| Right of way and station grounds. | \$ 400,346 77 | \$ 3,215 70 | \$ 5,898 13 | \$ 403,029 20 |
| Real estate..... | 507 57 | 400 00 | | 107 57 |
| Widening cuts and fills..... | 13,111 33 | 36,143 86 | | 49,255 19 |
| Protection of banks and drainage. | 34,638 08 | | | 34,638 08 |
| Grade reductions and changes of line..... | 688,015 88 | 3,405 81 | | 691,410 07 |
| Tunnel improvements..... | 18,311 54 | | | 18,311 54 |
| Bridges, trestles and culverts..... | 107,471 99 | 44,893 69 | 53,456 79 | 116,035 09 |
| Increased weight of rail..... | 239,918 18 | 2,407 30 | 5,928 05 | 243,438 93 |
| Improved frogs and switches..... | 1,886 62 | | 131 40 | 2,018 02 |
| Track fastenings and appurtenan- ces..... | 16,734 40 | | 81 36 | 16,815 76 |
| Additional main tracks..... | 1,406,666 13 | | | 1,406,666 13 |
| Sidings and spur tracks..... | 494,537 37 | 105,151 10 | 14,714 18 | 404,100 45 |
| Terminal yards..... | 370,875 57 | | | 370,875 57 |
| Fencing right of way..... | 48,890 42 | | 6,826 88 | 55,717 30 |
| Improvement of crossings under or over grade..... | 1,830 41 | | | 1,830 41 |
| Elimination of grade crossings..... | 12,039 43 | | 13,718 15 | 25,757 58 |
| Interlocking apparatus..... | 31,677 13 | 121 80 | 164 40 | 31,719 73 |
| Block and other signal apparatus..... | 227,221 67 | | 2,216 13 | 229,437 80 |
| Telegraph and telephone lines..... | 119,664 04 | | 6,849 61 | 126,513 65 |
| Station buildings and fixtures..... | 325,196 96 | | 12,479 83 | 337,676 79 |
| Roadway machinery and tools..... | 18,710 28 | | 896 87 | 19,607 15 |
| Shops, enginehouses and turn- tables..... | 91,365 55 | 11,730 00 | | 79,635 55 |
| Shop machinery and tools..... | 75,013 50 | | | 75,013 50 |
| Water and fuel stations..... | 105,903 47 | 800 00 | 3,005 15 | 108,108 62 |
| Grain elevators and storage ware- houses..... | | 2,133 82 | | 2,133 82 |
| Dock and wharf property..... | 19,272 81 | | | 19,272 81 |
| Equipment..... | 5,486,653 48 | 1,846,936 91 | | 3,639,716 57 |
| Other additions and betterments..... | 91,316 98 | 275 00 | 2,678 98 | 93,720 96 |
| Cost of road—Frankfort and Cin- cinnati Railway..... | | 348,227 58 | | 348,227 58 |
| Total..... | \$10,447,777 56 | \$2,333,554 85 | \$ 129,045 91 | \$ 8,243,268 62 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | From Cash or Other Working Assets | | | |
| I. ROAD: | | | | |
| Engineering..... | \$ 42,209 88 | \$ 52,580 28 | \$ 143,711 95 | \$ 238,502 11 |
| Right of way and station grounds..... | 67,554 76 | 403,029 20 | 1,033,223 95 | 1,503,807 91 |
| Real estate..... | Cr. 195 50 | 107 57 | 26,343 12 | 28,255 19 |
| Grading..... | 787,565 43 | 1,327,718 48 | 3,311,816 80 | 5,427,100 71 |
| Tunnels..... | 52,930 51 | 66,616 78 | 538,559 20 | 658,106 49 |
| Bridges, trestles and culverts..... | 237,908 82 | 433,893 98 | 1,275,254 23 | 1,947,057 03 |
| Ties..... | 7,434 64 | 191,214 06 | 391,277 71 | 589,926 41 |
| Rails..... | 11,657 40 | 671,801 09 | 1,263,317 31 | 1,946,775 80 |
| Frogs and switches..... | 1,168 91 | 51,724 87 | 108,174 29 | 161,168 07 |
| Track fastenings and other material..... | 1,868 57 | 122,195 39 | 155,131 21 | 279,195 17 |
| Ballast..... | 340 95 | 119,922 34 | 173,467 85 | 293,731 14 |
| Track laying and surfacing..... | 4,435 19 | 248,023 05 | 494,034 07 | 746,492 31 |
| Roadway tools..... | | 19,607 15 | 23,828 43 | 43,435 58 |
| Fencing right of way..... | 9,053 98 | 63,186 12 | 96,980 21 | 169,200 31 |
| Crossings and signs..... | 1,887 98 | 57,078 79 | 150,908 51 | 209,875 28 |
| Interlocking and other signal apparatus..... | | 269,829 43 | 278,720 68 | 548,550 11 |
| Telegraph and telephone lines..... | 220 51 | 126,506 65 | 262,835 34 | 389,574 50 |
| Station buildings and fixtures..... | | 335,238 11 | 739,483 61 | 1,074,721 72 |
| General office buildings and fixtures..... | | | Cr. 60,898 32 | Cr. 60,898 32 |
| Shops, enginehouses and turntables..... | | 79,617 55 | 230,915 69 | 310,533 24 |
| Shop machinery and tools..... | | 75,013 50 | 141,905 10 | 216,918 60 |
| Water stations..... | | 65,994 61 | 130,240 50 | 196,235 11 |
| Fuel stations..... | | 42,051 51 | 47,767 66 | 89,819 17 |
| Grain elevators..... | | Cr. 2,133 82 | | Cr. 2,133 82 |
| Dock and wharf property..... | | 19,237 65 | 16,464 11 | 35,701 76 |
| Miscellaneous structures..... | 172 46 | 91,259 86 | 231,552 12 | 322,984 44 |
| Transportation of men and material..... | | | 575 75 | 575 75 |
| Rent of equipment..... | | 12,286 00 | 159 50 | 12,445 50 |
| Repairs of equipment..... | | 1,665 50 | | 1,665 50 |
| Injuries to persons..... | | 6,483 93 | 396 10 | 6,880 03 |
| Cost of road purchased..... | 2,875,903 66 | Cr. 348,227 58 | 2,566,652 04 | 5,094,323 12 |
| Unclassified Expenditures, previous years..... | | | 1,461,042 77 | 1,461,042 77 |
| Total..... | \$4,102,118 15 | \$4,603,524 05 | \$15,233,821 49 | \$23,939,463 69 |
| II. EQUIPMENT: | | | | |
| Steam locomotives..... | | \$ 480,064 28 | \$ 1,757,306 25 | \$ 2,237,370 53 |
| Passenger-train cars..... | | 321,855 03 | 547,055 08 | 868,910 11 |
| Freight-train cars..... | | 2,454,221 72 | 5,070,736 10 | 7,524,957 82 |
| Work equipment..... | | 383,575 54 | 376,293 83 | 759,869 37 |
| Floating equipment..... | | | 1,420 79 | 1,420 79 |
| Total..... | | \$ 3,639,716 57 | \$ 7,752,812 05 | \$11,392,528 62 |
| III. GENERAL EXPENDITURES: | | | | |
| Interest and commissions..... | | | \$ 25,228 31 | \$ 25,228 31 |
| Other expenditures..... | | \$ 28 00 | 174 73 | 202 73 |
| Total..... | | \$ 28 00 | \$ 25,403 04 | \$ 25,431 04 |
| RECAPITULATION. | | | | |
| I. Road..... | \$4,102,118 15 | \$ 4,603,524 05 | \$15,233,821 49 | \$23,939,463 69 |
| II. Equipment..... | | 3,639,716 57 | \$7,752,812 05 | 11,392,528 62 |
| III. General expenditures..... | | 28 00 | 25,403 04 | 25,431 04 |
| Total—Entire line..... | \$4,102,118 15 | \$ 8,243,268 62 | \$23,012,036 58 | \$35,357,423 35 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|--|-------------------|
| | Entire Line. |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 139,471,342 11 |
| Equipment..... | 36,072,004 83 |
| Investment since June 30, 1907..... | 35,357,423 35 |
| Total..... | \$ 210,900,770 29 |
| Reserve for accrued depreciation—Cr..... | 22,963,377 05 |
| Net total..... | \$ 187,937,393 24 |
| Cost per mile of line..... | \$ 45,117 39 |

SECURITIES INCLUDED IN COST OF ROAD AND EQUIPMENT.

| NAME OF CORPORATION AND SECURITY | Par Value | Cost or Book Value |
|--|-----------------|--------------------|
| Athens and Tellico Railway..... | \$ 25,000 00 | \$ 10 00 |
| Alabama Mineral Railroad..... | 1,969,000 00 | 5 00 |
| Alabama and Florida Railroad..... | 364,000 00 | 10 00 |
| Atlanta, Knoxville and Northern Railway, preferred..... | 1,500,000 00 | 5 00 |
| Atlanta, Knoxville and Northern Railway, common..... | 3,000,000 00 | 5 00 |
| Birmingham Mineral Railroad..... | 2,427,600 00 | 10 00 |
| Birmingham, Selma and New Orleans Railway..... | 199,700 00 | 10 00 |
| Cumberland River and Tennessee Railroad..... | 300,000 00 | 10 00 |
| Greenback Railroad..... | 5,000 00 | 10 00 |
| Harriman, Knoxville and Eastern Railroad..... | 10,000 00 | 10 00 |
| Henderson Bridge Co..... | 1,000,000 00 | 10 00 |
| Henderson Belt Railroad..... | 20,000 00 | 10 00 |
| Jellico, Bird-Eye and Northern Railway..... | 100,000 00 | 10 00 |
| Kentucky Central Railway..... | 6,908,806 60 | 5 00 |
| Knoxville, LaFollette and Jellico Railroad..... | 10,000 00 | 10 00 |
| Louisville Railway Transfer..... | 100,000 00 | 5 00 |
| Louisville, Cincinnati and Lexington Railway, common..... | 1,000,000 00 | 7 50 |
| Louisville, Cincinnati and Lexington Railway, preferred..... | 1,500,000 00 | 2 50 |
| Louisville and Atlantic Railroad..... | 1,000,000 00 | 10 00 |
| Louisville, Harrods Creek and Westport Railroad..... | 60,000 00 | 10 00 |
| Madisonville, Hartford and Eastern Railroad..... | 50,000 00 | 10 00 |
| Maysville and Lexington Railroad, Southern Division..... | 568,000 00 | 2 50 |
| Maysville and Lexington Railroad, Northern Division..... | 200,000 00 | 2 50 |
| Middlesboro Railroad..... | 552,000 00 | 10 00 |
| Mobile and Montgomery Railway..... | 2,950,800 00 | 10 00 |
| Montgomery and Prattville Railroad..... | 125,000 00 | 10 00 |
| Newport and Cincinnati Bridge Company..... | 1,500,000 00 | 10 00 |
| New and Old Decatur Belt and Terminal Company..... | 6,300 00 | 10 00 |
| New Orleans, Mobile and Texas Railway..... | 4,000,000 00 | 10 00 |
| North Alabama Railroad..... | 500,000 00 | 10 00 |
| Nashville, Florence and Sheffield Railway..... | 615,000 00 | 5 00 |
| Oneonta and Attalla Railroad..... | 200,000 00 | 10 00 |
| Pine Mountain Railroad..... | 10,000 00 | 10 00 |
| Pontchartrain Railroad..... | 748,400 00 | 10 00 |
| Pensacola Railroad..... | 300,000 00 | 10 00 |
| Shelby Railroad..... | 598,236 00 | 10 00 |
| Shelbyville, Bloomfield and Ohio Railroad..... | 8,900 00 | 10 00 |
| Southern Alabama Railroad..... | 50,000 00 | 10 00 |
| Southeast and St. Louis Railway..... | 1,000,000 00 | 10 00 |
| Stouts Mountain Railroad..... | 50,000 00 | 10 00 |
| The Cambria Southern Railway..... | 100,000 00 | 10 00 |
| The Mentor Southern Railway..... | 50,000 00 | 10 00 |
| The Gallatin and Scottsville Railway..... | 50,000 00 | 10 00 |
| Yellow River Railroad..... | 50,000 00 | 10 00 |
| Total..... | \$36,781,742 60 | \$ 385 00 |

MILEAGE APPLICABLE TO COST PER MILE OF LINE OF ROAD AND EQUIPMENT.

| | | |
|---|--------|----------|
| Mileage owned (single track)..... | | 3,879.61 |
| To which add: | | |
| Mileage of roads not included in above the book cost of which is included in Property Investment, Road and Equipment. The entire capital stock of these roads is owned by the Louisville and Nashville Railroad Company and the operations included in its income, although the property has not been deeded to this company. | | |
| Southeast and St. Louis Railway..... | 270.70 | |
| Maysville and Lexington Railroad—Northern Division..... | 49.48 | |
| Maysville and Lexington Railroad—Southern Division..... | 17.86 | |
| Stouts Mountain Railroad..... | 5.91 | |
| Pontchartrain Railroad..... | 4.96 | |
| | | 285.91 |
| Total mileage which is represented by charges to Property Investment, Road and Equipment..... | | 4,165.52 |

INCOME STATEMENT.

| OPERATING INCOME: | | |
|--|-----------------|-----------------|
| Rail operations—revenues..... | \$59,465,699 14 | |
| Rail operations—expenses..... | 44,810,880 41 | |
| Net revenue—rail operations..... | | \$14,654,818 73 |
| Auxiliary (or outside) operations—revenues..... | \$ 372,316 90 | |
| Auxiliary (or outside) operations—expenses..... | 351,888 84 | |
| Net revenue—auxiliary operations..... | | 20,428 06 |
| Net railway operating revenue..... | | \$14,675,246 79 |
| Railway tax accruals..... | | 1,761,626 20 |
| Railway operating income..... | | \$12,913,620 59 |
| OTHER INCOME: | | |
| Income from lease of road..... | 218,545 90 | |
| Hire of equipment—credit balance..... | 623,269 56 | |
| Joint facility rent income..... | 299,851 97 | |
| Miscellaneous rent income..... | 28,466 78 | |
| Net profit from miscellaneous physical property..... | 78,050 34 | |
| Dividend income..... | 985,716 12 | |
| Income from funded securities..... | 545,100 95 | |
| Income from unfunded securities and accounts..... | 637,972 49 | |
| Total other income..... | | 3,416,974 11 |
| Gross Income..... | | \$16,330,594 70 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Deductions for lease of other roads..... | \$ 792,482 89 | |
| Joint facility rent deductions..... | 540,678 05 | |
| Miscellaneous rent deductions..... | 46,700 98 | |
| Separately operated properties—loss..... | 185,953 24 | |
| Interest deduction for funded debt..... | 6,052,886 83 | |
| Interest deductions for unfunded debt..... | 1,448 73 | |
| Miscellaneous deductions..... | 79,500 00 | |
| Total deductions..... | | 7,699,650 72 |
| Net income..... | | \$ 8,630,943 98 |
| DISPOSITION OF NET INCOME: | | |
| Appropriation of income and other reserve funds..... | \$ 189,261 14 | |
| Miscellaneous appropriations of income..... | 61,384 44 | |
| | | 250,645 58 |
| Income balance transferred to credit of profit and loss..... | | \$ 8,380,298 40 |

PROFIT AND LOSS STATEMENT.

| | Debits | Credits |
|---|------------------|------------------|
| Balance (at beginning of fiscal period)..... | | \$ 37,097,708 80 |
| Credit balance transferred from income account..... | | 8,380,298 40 |
| Delayed income credits..... | | 44,583 30 |
| Miscellaneous credits..... | | 383,039 31 |
| Appropriations of surplus to sinking and other reserve funds..... | \$ 18,150 00 | |
| Dividend appropriations of surplus..... | 4,618,733 00 | |
| Debt discount extinguished through surplus..... | 930,000 00 | |
| Miscellaneous debits..... | 165 73 | |
| Balance credit (at end of fiscal period) carried to general balance sheet.. | 40,338,581 08 | |
| Total..... | \$ 45,905,629 81 | \$ 45,905,629 81 |

The Principal Items Included in Items Delayed, Income Credits, and Miscellaneous Credits, are as Follows:

| | Delayed Income Credits | Miscellaneous Credits |
|---|------------------------------|--------------------------|
| Sinking fund payments for which no bonds are to be received— charged to income account..... | | \$ 126,997 80 |
| Unpaid amounts on pay rolls and vouchers audited prior to July 1, 1908, closed off..... | | 40,581 16 |
| Interest on advances to Pine Mountain Railroad Company for con- struction during the period October, 1905, to November, 1908, inclusive..... | \$ 17,692 59 | |
| Credit balances in material property of the company, in private sidings, for dead sidings, closed off..... | | 11,210 47 |
| Additions and betterments, Nashville and Decatur Railroad. Charged direct to profit and loss during the fiscal years ended June 30, 1910, 1911 and 1912, now being transferred to property investment, road..... | | 54,576 03 |
| Difference between book value of property situated on Giffen street, between Ludlow and Lawrence streets, Cincinnati, Ohio, and amount received therefor from the Little Miami Railroad Com- pany..... | | 31,646 32 |
| Amount credited to profit and loss to raise the book value of the asset account "donated lands, State of Alabama, to \$25,000.00."..... | | 12,956 94 |
| Adjustment of accounts of the Frankfort and Cincinnati Railroad covering the period November 1, 1909, to June 30, 1912..... | | 104,564 52 |
| Interest to June 24, 1912, included in claim filed against the Alabama Consolidated Coal and Iron Company, bankrupt..... | 3,852 43 | |
| Amount received from South Covington and Cincinnati Street Rail- way Company on account of passengers carried over Newport and Cincinnati Bridge during the calendar years 1907 to 1911, in- clusive..... | 22,673 31 | |
| Louisville and Nashville Railroad Company's proportion (one-half) of income from operations under Georgia Railroad lease for the fiscal year ended June 30, 1912..... | 364 97 | |
| Totals..... | \$ 44,583 30 | \$ 382,533 24 |

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Per Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|----------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| | | | | | | | |
| Capital stock, common..... | 3½ | ----- | \$ 60,000,000 | ----- | \$2,100,000 00 | 1912 | 1913 |
| Capital stock, common..... | 3½ | ----- | 71,963,800 | ----- | 2,518,733 00 | 1913 | 1913 |
| Total..... | ----- | ----- | ----- | ----- | \$4,618,733 00 | ----- | ----- |

SECURITIES OWNED—STOCKS.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGGED | | UNPLEGGED | | DIVIDENDS DECLARED | |
|--|--------------------|-----------------------|--------------------|-----------------------|--------------------|---------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway Companies—Active: | | | | | | |
| Central Transfer Railway and Storage Company. | | | \$ 25,000 00 | \$ 11,354 65 | 4 | \$ 1,000 00 |
| Louisburg and Northern Railway Company. | | | 100,000 00 | 10 00 | | |
| Louisville and Nashville Terminal Company. | | | 100,000 00 | 20 00 | | |
| Lexington Union Station Company, preferred. | | | 25,000 00 | 24,995 00 | 4 | 1,000 00 |
| Lexington Union Station Company, common. | | | 3,000 00 | 5 00 | | |
| Nashville and Decatur Railroad. | | | 1,979,800 00 | 1,964,826 01 | | |
| Terminal Railroad Association of St. Louis. | | | 250,800 00 | 10 00 | | |
| Woodstock and Blocton Railway. | | | 120,000 00 | 120,348 47 | 5 | 148,470 00 |
| Wasoto and Black Mountain Railroad. | | | 25,000 00 | 10 00 | | |
| Tuscaloosa Mineral Railroad. | | | 25,000 00 | 10 00 | | |
| Lexington and Eastern Railway. | | | 500,000 00 | 915,253 00 | | |
| Railway Companies—Inactive: | | | | | | |
| Owensboro and Nashville Railway. | \$ 983,400 00 | \$ 250,728 48 | 193,124 99 | 57,801 77 | | |
| Bay Minette and T. Morgan Railroad. | | | 50,000 00 | 5 00 | | |
| Long Branch Coal Railroad. | | | 50,000 00 | 10 00 | | |
| Morganfield and Atlanta Railroad. | | | 50,000 00 | 10 00 | | |
| Savannah Creek Railway. | | | 50,000 00 | 10 00 | | |
| Goodlettsville and Greenbrier Railroad. | | | 10,000 00 | 10 00 | | |
| Total. | \$ 983,400 00 | \$ 250,728 48 | \$3,538,524 99 | \$3,094,488 90 | | \$ 156,470 00 |
| Stocks of companies not proprietary, affiliated or controlled held for investment: | | | | | | |
| Railway Companies—Active: | | | | | | |
| Frankfort and Cincinnati Railway Company. | | | \$ 19,975 00 | \$ 191,321 08 | | |
| Other than Railway Companies—Active: | | | | | | |
| Atlantic Compress Company. | | | 25,900 00 | 25,900 00 | | |
| Buck Creek Cotton Mills, preferred. | | | 30,000 00 | 30,066 13 | | |
| Kentucky Public Elevator Company, common. | | | 37,300 00 | 37,439 50 | 6 | \$ 2,238 00 |
| Republic Iron and Steel Company, preferred. | | | 54,800 00 | 57,379 90 | 34 | 1,918 00 |
| Republic Iron and Steel Company, common. | | | 46,100 00 | 15,706 13 | 1 | 461 00 |
| Southern Iron and Steel Company, preferred. | | | 61,717 82 | 36,688 55 | | |
| St. Louis and Tennessee River Packet Company. | | | 27,700 00 | 30,324 13 | | |
| Total. | | | \$ 303,462 82 | \$ 424,825 42 | | \$ 4,617 00 |

SECURITIES OWNED—STOCKS—CONTINUED.
Not Held in Sinking or Other Funds—Continued.

| NAME OF CORPORATION AND SECURITY | FLEGGED | | UNPLEGGED | | DIVIDENDS DECLARED | |
|--|------------------------|------------------------|------------------------|------------------------|--------------------|----------------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway Companies—Active: | | | | | | |
| Atlanta and West Point Railroad Company | | | | | 6 | \$ 6,639 00 |
| Augusta Belt Railway | | | | | 20c per share | 25 00 |
| Augusta Union Station Company | | | | | | |
| Augusta and Summerville Railroad | | | | | | |
| Chicago, Indianapolis & Louisville Railway, preferred (L. & N.'s one-half proportion) | | | | | | |
| C. I. & L. Ry., common (L. & N.'s proportion) | \$ 1,936,700 00 | | | | | |
| Cincinnati Inter-Terminal Railroad Company, preferred | 4,898,450 00 | \$ 6,006,033 63 | | | 4 | 77,468 00 |
| Elkton and Guthrie Railroad | | | 5,000 00 | 2,500 00 | 3 1/4 | 159,362 12 |
| Lexington Terminal Railroad of Georgia | | | 140,500 00 | 140,500 00 | 4 | 5,620 00 |
| L. H. & St. L. Ry., preferred | | | 16,175 00 | 16,175 00 | | |
| L. H. & St. L. Ry., common | | | 3,300 00 | 3,300 00 | | |
| Memphis Railroad Terminal Company | | | 776,081 03 | 253,934 50 | | |
| Milledgeville Railway | | | 1,631,383 50 | 263,884 23 | | |
| Missouri and Illinois Bridge Belt Railroad | | | 10,000 00 | 10,000 00 | | |
| Monroe Railroad | | | 15,000 00 | 17,500 00 | | |
| N. C. & St. L. Ry. | | | 33,000 00 | 13,000 00 | 57.7 | 7,500 00 |
| N. C. & St. L. Ry. Receipts for installments paid | 5,501,500 00 | 5,335,538 75 | 50,000 00 | 5 00 | | |
| N. O. M. & C. Railroad, preferred | 3,300,900 00 | 3,300,900 00 | 1,676,100 00 | 1,241,986 50 | 7 | 502,432 00 |
| N. O. M. & C. R. R., common | | | 1,003,600 00 | 1,003,600 00 | | |
| S. & N. A. R. R., preferred | | | 216,615 90 | 21,620 03 | | |
| S. & N. A. R. R., common | | | 504 59 | 10 00 | | |
| Railway Companies—Inactive: | | | | | | |
| S. C. & A. R. R., subscription | 2,000,000 00 | 2 50 | 172,933 33 | 58,194 90 | | |
| Other than Railway Companies—Active: | | | | | | |
| Colossal Cavern Company | 1,127,400 00 | | 5,000 00 | 860 08 | | |
| Gulf Transit Company | | | 23,000 00 | 10 00 | | |
| | | | 82,300 00 | 10 00 | | |
| Total | \$18,704,950 00 | \$14,662,477 37 | \$ 6,026,245 35 | \$ 3,241,866 91 | | \$ 789,046 12 |

SECURITIES OWNED—FUNDED DEBT.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | UNPLEGDED | | INTEREST ACCRUED | |
|---|--------------------|-----------------------|--------------------|-----------------------|------------------|--------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Funded debt of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway Companies—Active: | | | | | | |
| Lexington and Eastern Railway Company, general mortgages... | \$ 1,200,000 00 | \$ 1,200,000 00 | \$ 1,468,000 00 | \$ 1,175,282 83 | 5 | \$ 36,700 00 |
| Railway Companies—Inactive: | | | | | | |
| Owensboro and Nashville Railway... | | | 225,000 00 | 225,000 00 | | |
| Bay Minette and Ft. Morgan Railroad... | | | 500,000 00 | 500,000 00 | | |
| Morganfield and Atlanta Railroad... | | | | | | |
| Total | \$ 1,200,000 00 | \$ 1,200,000 00 | \$ 2,193,000 00 | \$ 1,900,282 83 | | \$ 36,700 00 |

SECURITIES OWNED—CONTINUED—MISCELLANEOUS.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | Par Value | Book Value | Interest Accrued |
|---|---------------|---------------|------------------|
| <i>Securities Unpledged:</i> | | | |
| Miscellaneous securities of railway companies—Active: | | | |
| Lexington and Eastern Railway, deferred debenture scrip..... | \$ 364,915 00 | \$ 172,276 00 | ----- |
| <i>Securities Unpledged:</i> | | | |
| Miscellaneous securities of railway companies—Active: | | | |
| Woodstock and Blocton Railway, certificate of indebtedness..... | 13,126 26 | 13,126 26 | \$ 656 31 |

Marketable Securities—Funded Debt.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | INTEREST ACCRUED | |
|---|--------------------------------|--------------------|------------------|---------------|
| | Par Value of Securities Owned. | Cost or Book Value | Rate | Amount |
| <i>Railway companies—Active:</i> | | | | |
| Cairo and Thebes R. R. Co., 1st mortgage 4 per cent..... | \$ 1,699,000 00 | \$ 1,741,000 00 | 4 | \$ 67,793 77 |
| Carrollton and Worthville R. R. Co., 5 per cent..... | 92,800 00 | 75,921 19 | 9 | 4,612 77 |
| Central Transfer Ry. and Storage Co., 5 per cent..... | 10,000 00 | 10,000 00 | 5 | 500 00 |
| Charleston Terminal Co., 50-year 4 per cent. gold..... | 300,000 00 | 276,800 00 | 4 | 12,000 00 |
| Elkton and Guthrie R. R., 1st mortgage 5 per cent..... | 10,000 00 | 10,000 00 | 5 | 500 00 |
| L. & N. Terminal Co., 50-year gold 4 per cent..... | 35,000 00 | 35,000 00 | 4 | 1,400 00 |
| Monroe Railroad, 1st mortgage 4 per cent..... | 34,000 00 | 46,741 47 | 4 | 1,380 00 |
| Nashville, Chattanooga and St. Louis Railway, 6 per cent..... | 1,000 00 | 1,000 00 | 6 | 60 00 |
| Nashville, Chattanooga and St. Louis Railway 5 per cent..... | 64,000 00 | 64,000 00 | 5 | 3,200 00 |
| South and North Alabama Railroad, 5 per cent. consolidated mortgage, gold..... | 2,208,000 00 | 2,208,000 00 | 5 | 110,400 00 |
| South and North Alabama Railroad improvement, 5 per cent. gold..... | 1,920,000 00 | 1,920,000 00 | 5 | 96,000 00 |
| L. & N. Sou. Monon, collateral 4 per cent. joint bonds (Sou. Ry. Co's liability)..... | 15,500 00 | 15,500 00 | 4 | 620 00 |
| Frankfort and Cincinnati Railway Company, 1st mortgage 4 per cent..... | 160,000 00 | 160,000 00 | 4 | 6,400 00 |
| Tennessee Valley Iron and R. R. Co., 6 per cent..... | 42,000 00 | 42,000 00 | 6 | 557 50 |
| Miscellaneous notes which mature more than one year after date of issue..... | 1,450,364 82 | 1,450,364 82 | 5 | 66,374 11 |
| <i>Other than railway companies—Active:</i> | | | | |
| H. I. Kimball House Co., 5 per cent..... | 2,600 00 | 2,600 00 | 5 | 130 00 |
| H. I. Kimball House, scrip..... | 30 94 | 30 94 | ----- | ----- |
| Jenifer Iron and Coal Co., 2nd mortgage Louisville Property Co., gold 4 per cent..... | 22,300 00 | 22,300 00 | ----- | ----- |
| Muhlenburg county, Ky., 5 per cent. refunding..... | 1,600,000 00 | 1,600,000 00 | 4 | 64,000 00 |
| National Coal and Iron Co., 5 per cent..... | 10,000 00 | 10,000 00 | 5 | 500 00 |
| Southern Iron and Steel Co., 6 per cent..... | 53,000 00 | 53,000 00 | 5 | 2,658 24 |
| Southern Iron and Steel Co., 4 per cent..... | 72,000 00 | 64,800 00 | ----- | ----- |
| Sloss Iron and Steel Company, 1st mortgage 6 per cent..... | 36,678 54 | 36,678 54 | ----- | ----- |
| State of Tennessee, 3 per cent..... | 43,000 00 | 34,400 00 | 6 | 2,580 00 |
| Wholesale Merchants Warehouse Co., 5 per cent..... | 300 00 | 300 00 | 3 | 9 00 |
| Miscellaneous notes which mature more than one year after date of issue..... | 398,000 00 | 398,000 00 | 5 | 19,900 00 |
| Total..... | 406,289 03 | 406,289 03 | Various | 20,369 15 |
| | \$10,687,863 33 | \$10,686,725 99 | ----- | \$ 482,124 64 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | Par Value | Dividends or Interest |
|--|---------------|--------------------------|
| STOCKS: | | |
| Stocks of railway companies—Active..... | \$ 27,834,270 | \$ 981,099 12 |
| Stocks of railway companies—Inactive..... | 1,371,525 | |
| Stocks of other than railway companies—Active..... | 390,818 | 4,617 00 |
| Total..... | \$ 29,596,613 | \$ 985,716 12 |
| FUNDED DEBT: | | |
| Funded debt of respondent "in treasury" and "pledged as collateral"..... | \$ 13,193,340 | |
| Funded debt of railway companies—Active..... | 9,509,665 | \$ 434,098 15 |
| Funded debt of railway companies—Inactive..... | 1,925,000 | |
| Funded debt of other than railway companies—Active..... | 2,646,198 | 110,346 49 |
| Total..... | \$ 27,274,203 | \$ 544,444 64 |
| MISCELLANEOUS SECURITIES: | | |
| Miscellaneous securities of railway companies—Active..... | \$ 378,041 | \$ 656 31 |

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission?—No.

NOTE—The amounts of \$981,099.12 and \$434,098.15 include income from securities not owned but held under the Georgia Railroad lease. The securities held under the lease are as follows:

| | Par Value | Dividends or Interest |
|--|---------------|--------------------------|
| 9,361 shares of stock in Atlanta and West Point Railroad Company.. | \$ 936,100 00 | \$ 28,083 00 |
| 15,000 shares of stock in Western Railway of Alabama..... | 1,500,000 00 | 37,500 00 |
| 31 bonds of Monroe Railroad..... | 31,000 00 | 620 00 |
| 94 bonds of Union Point and White Plains Railroad..... | 84,000 00 | |

Also the amount of \$434,098.15, includes \$25,000.00 interest on \$500,000.00 South and North Alabama Railroad Company's bonds, which are deposited with the Farmer's Loan and Trust Company as collateral for Georgia Railroad lease.

SINKING AND OTHER FUNDS.

Income and Disbursements During the Year.

| NAME OF FUND | INCOME | | | | Disbursements |
|---|----------------------------|---------------------------------|----------------------|--------------|---------------|
| | Cash Appropriation to Fund | Income to Fund from Investments | Other Income to Fund | Total | |
| <i>Sinking and Redemption Funds:</i> | | | | | |
| Central Trust Co., trustee, Henderson Bridge, first mortgage..... | \$ 8,400 00 | \$ 54,120 00 | ----- | \$ 62,520 00 | ----- |
| Central Trust Co., trustee L. & N., M. & M., 4½ per cent. bonds..... | ----- | 200 00 | \$ 7 63 | 207 63 | ----- |
| Farmers' Loan and Trust Co., trustee, N. O. M. & T. mortgage..... | ----- | 420 00 | 20 71 | 440 71 | ----- |
| L. & N. R. R. Co., agent for Smithers and Butler, surviving trustees, S. E. & St. L. mortgages..... | ----- | 740 00 | ----- | 740 00 | ----- |
| Stock in Louisville Property Co., held as trustee for stockholders in this company..... | ----- | ----- | ----- | ----- | \$ 1,400 00 |
| Total..... | \$ 8,400 00 | \$ 55,480 00 | \$ 28 34 | \$ 63,908 34 | \$ 1,400 00 |

Assets on June 30, 1913.

| NAME OF FUND AND SECURITY. | SECURITIES IN FUND | | Cash in Fund. | Total |
|---|--------------------|--------------------|---------------|----------------|
| | Par Value | Cost or Book Value | | |
| <i>Sinking and Redemption Funds:</i> | | | | |
| L. & N. R. R. Co., agents for Smithers & Butler, surviving trustees, S. E. & St. L. mortgages: | | | | |
| Unified 50-year 4 per cent. gold bonds..... | \$ 17,000 00 | \$ 17,000 00 | ----- | ----- |
| S. E. & St. L. Ry., 2nd mortgage bonds..... | 2,000 00 | 2,000 00 | ----- | ----- |
| Ky. Cent. Ry., 1st mortgage bonds..... | 1,000 00 | 1,000 00 | \$ 254 88 | \$ 20,254 88 |
| Central Trust Co., trustee, L. & N., M. & M., 4½ per cent. bonds: | | | | |
| Ky. Cent. Ry., 1st mortgage bonds..... | 5,000 00 | 5,000 00 | 440 73 | 5,440 73 |
| Central Trust Co., trustee, Henderson Bridge Co., 1st mortgage: | | | | |
| Henderson Bridge Co., 1st mortgage bonds | 930,000 00 | 930,000 00 | 30,180 00 | 960,180 00 |
| Farmers Loan and Trust Co., trustee, N. O. M. & T. mortgage: | | | | |
| N. O. M. & T., 1st mortgage bonds..... | 7,000 00 | 7,000 00 | 1,193 40 | 8,193 40 |
| Stock in Louisville Property Co., held as trustee for stockholders in this Co..... | 24,100 00 | 24,100 00 | ----- | 24,100 00 |
| Central Trust Co., trustee unified mortgage (receipts from sale of property)..... | ----- | ----- | 854 18 | 854 18 |
| Union Trust Co., trustee, L. & N., 6 per cent. bonds. Cash deposited to guarantee payments of outstanding coupons | ----- | ----- | 240 00 | 240 00 |
| Union Trust Co., trustee, L. & N., 6 per cent. S. F. bonds, redemption account..... | ----- | ----- | 1,000 00 | 1,000 00 |
| Total..... | \$986,100 00 | \$986,100 00 | \$ 34,163 19 | \$1,020,263 19 |

OPERATING RESERVES.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|---|----------------------------|-------------------------------|----------------------------------|----------------------------|
| For company's proportion of un- adjusted claims..... | \$421,967 27 | ----- | \$ 40,000 00 | \$ 381,967 27 |
| For expenses Alabama rate litigation..... | 34,838 54 | \$ 120,161 46 | 155,000 00 | ----- |
| For car service accounts..... | 14,787 38 | ----- | ----- | 14,787 38 |
| Total..... | \$471,593 19 | \$ 120,161 46 | \$ 195,000 00 | \$ 396,754 65 |

RESERVES FROM INCOME OR SURPLUS.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|--|----------------------------|-------------------------------|----------------------------------|----------------------------|
| (a) Invested in Sinking and Re- demption Funds: | | | | |
| Henderson Bridge Co., sinking fund, Central Trust Co., N. Y., trustees..... | \$295,890 00 | \$ 81,220 00 | \$ 2,800 00 | \$ 374,210 00 |
| L. & N. R. R. Co., agent for Smithers & Butler, surviving trustees, S. E. & St. L. Ry. mortgages..... | 19,499 88 | 1,135 00 | ----- | 20,634 88 |
| Central Trust Co., New York, trustee, L. & N., M. & M. Ry. 4 1/2 per cent. bonds..... | 1,733 10 | 307 63 | ----- | 2,040 73 |
| Farmers' Loan and Trust Co., trustee, N. O. M. & T. mort- gages..... | 7,752 60 | 650 71 | ----- | 8,403 40 |
| Total..... | \$324,875 67 | \$ 83,313 34 | \$ 2,800 00 | \$ 405,289 01 |
| (c) Not Specifically Invested: | | | | |
| For doubtful accounts..... | \$165,692 32 | \$ 62,408 94 | \$ 67,417 49 | \$ 180,683 77 |

ADVANCES TO PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES.

Advances for Construction, Equipment and Betterments.

| NAME OF COMPANY | Amount |
|--|-----------------|
| Long Branch Coal Railroad..... | \$ 49,564 46 |
| Bay Minette and Ft. Morgan Railroad..... | 8,070 03 |
| Swan Creek Railway Company..... | 348,115 94 |
| Kentucky Highlands Railroad..... | 490,680 42 |
| Lewisburg and Northern Railroad Company..... | 3,592,775 47 |
| Tuscaloosa Mineral Railroad Company..... | 770,614 65 |
| Wasioto and Black Mountain Railroad Company..... | 2,882,652 14 |
| Lexington and Eastern Railway Company..... | 6,397,388 99 |
| Total..... | \$14,539,862 10 |

Temporary Advances for Various Purposes.

| NAME OF COMPANY | Amount |
|--|-----------------|
| Colossal Cavern Company..... | \$ 30,112 08 |
| South and North Alabama Railroad..... | 4,311,661 77 |
| Georgia Railroad..... | 281,176 52 |
| Woodstock and Blocton Railway Company..... | 4,224 86 |
| Memphis Railroad Terminal Company..... | 28,547 10 |
| Louisville and Nashville Terminal Company..... | 58,319 06 |
| Milledgeville Railroad..... | 5,719 08 |
| Lessees of Georgia Railroad..... | 129,847 77 |
| Total..... | \$ 4,849,628 24 |

SPECIAL DEPOSITS.

| DESIGNATION OF DEPOSIT AND DESCRIPTION OF SECURITY OR PROPERTY | SECURITIES | | | |
|--|----------------|---------------|----------------|-----------------|
| | Par Value | Book Value | Cash | Total |
| South and North Alabama Railroad 5 per cent. consolidated mortgage gold bonds deposited with Farmers Loan and Trust Co., New York, as collateral under Georgia Railroad lease.. | \$ 500,000 00 | \$ 500,000 00 | ----- | \$ 500,000 00 |
| New Orleans, Mobile and Chicago Railroad, common stock, deposited with New York Trust Co., trustee under agreement dated November 15, 1911, between St. Louis and San Francisco Railroad Co., Louisville and Nashville Railroad Co. and New York Trust Co. | 2,384,750 00 | 362,135 89 | ----- | 362,135 89 |
| Fidelity and Columbia Trust Co., Louisville, Ky., trustee, balance of proceeds from sale of equipment trust, series "A" bonds..... | ----- | ----- | \$4,343,949 65 | 4,343,949 65 |
| Total..... | \$2,884,750 00 | \$ 862,135 89 | \$4,343,949 65 | \$ 5,206,085 54 |

**SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—
PHYSICAL PROPERTY.**

Auxiliary (or Outside Operations.)

| DESIGNATION | Revenues | Expenses | Net Revenue or Deficit |
|---|---------------|---------------|------------------------|
| Dock service, Pensacola..... | \$ 100,783 06 | \$ 81,063 61 | \$ 19,719 45 |
| Tennessee river transfer..... | 2,691 94 | 5,376 56 | Def. 2,684 62 |
| Public toll bridge service..... | 58,798 79 | 9,074 94 | 49,723 85 |
| Dining and special car service..... | 208,846 27 | 251,901 14 | Def. 46,055 87 |
| West Pascagoula Creosote Works..... | 4,043 19 | 3,713 42 | 329 77 |
| Picnic grounds at Natural Bridge, Ky..... | 154 65 | 759 17 | Def. 604 52 |
| Total..... | \$ 372,316 90 | \$ 351,888 84 | \$ 20,428 06 |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Revenue (or Income) | Expenses | Net Income or Loss |
|---|---------------------|-------------|--------------------|
| Rails, etc., leased to contractors..... | \$ 8,685 14 | | \$ 8,685 14 |
| Buildings at Memphis, Tenn..... | 1,997 75 | \$ 309 72 | 1,688 03 |
| Hotel at Guthrie, Ky..... | 1,800 00 | 4,413 59 | Def. 2,613 59 |
| Taxes on rails, etc. used by sundry industries..... | 5,230 56 | | 5,230 56 |
| *Material of the company in private sidings..... | 65,060 20 | | 65,060 20 |
| Total..... | \$ 82,773 65 | \$ 4,723 31 | \$ 78,050 34 |

Explanatory Remarks.

*Represents rental paid on material property of the company in various private sidings made up of approximately two thousand items from one dollar up.

RENTS RECEIVABLE.

Joint Facility Rent Income.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|---|---|--|---------------|
| <i>Joint Tracks:</i> Tracks..... | Between Evansville and Henderson..... | I. C. R. R..... | \$ 50,208 15 |
| | Owensboro, Ky..... | I. C. R. R..... | 244 61 |
| | Memphis, Tenn..... | I. C. R. R..... | 146 63 |
| | Between Louisville and Lexington, Ky..... | C. & O. R. R..... | 112,603 28 |
| | Between Jellico and Laurel Fork..... | Southern Ry..... | 11,357 95 |
| | Bennetts Fork Branch..... | Southern Ry..... | 6,975 98 |
| | At and near Middlesboro, Ky..... | Southern Ry..... | 7,995 09 |
| | Between Jellico and Hyde.. | Southern Ry..... | 584 95 |
| | Selma, Ala..... | Southern Ry..... | 400 00 |
| | Near Eldorado, Ill..... | C. C. C. & St. L. Ry..... | 1,200 82 |
| | Between Appalachia and Norton, Va..... | Va. & S. W. Ry..... | 1,983 88 |
| | Between Strawberry and Louisville..... | L. H. & St. L. Ry..... | 5,645 09 |
| | Between Evansville and Henderson..... | L. H. & St. L. Ry..... | 10,018 62 |
| | Memphis, Tenn..... | N. C. & St. L. Ry..... | 141 10 |
| | Selma, Ala..... | A. & W. P. & W. Ry. of Ala..... | 397 45 |
| | E. St. Louis, Ill..... | St. L. I. M. & S. Ry..... | 1,237 88 |
| | Between Evansville and Howell..... | E. McC. & N. Ry..... | 659 39 |
| | Between W. Ry. Jct. and Selma, Ala..... | W. Ry. of Ala..... | 3,765 77 |
| | Sylacauga, Ala..... | C. of Ga. R. R..... | 40 00 |
| | Memphis, Tenn..... | Union Ry. Co..... | -326 78 |
| | Nashville, Tenn..... | Nash. Terminal Co..... | 27 34 |
| | Montgomery, Ala..... | M. & O. R. R..... | 120 00 |
| | At passenger sidings Glasgow Jct..... | Mammoth Cave R. R..... | 125 00 |
| | Between Frankfort and Cliffside, Ky..... | Kentucky Highlands R. R..... | 371 40 |
| | Frankfort, Ky..... | F. & C. Ry..... | 98 76 |
| | Big Stone Gap, Va..... | Big Stone Gap and Powell Valley R..... | 77 06 |
| | Montgomery, Ala..... | A. C. L. R. R..... | 120 00 |
| | Between E. St. Louis and Woodlawn, Ill..... | C. B. & Q. R. R..... | 29,878 25 |
| | Louisville, Ky..... | C. I. & L. Ry..... | 1,706 70 |
| | Appalachia, Va..... | Interstate R. R. Co..... | 551 64 |
| | Leewood to Aulon..... | I. C. R. R..... | 660 87 |
| | Leewood to Aulon..... | N. C. & St. L. Ry..... | 8 64 |
| | West Jct. and Selma, Ala..... | A. & W. P. & W. Ry. of Ala..... | 267 21 |
| | New Decatur, Ala..... | Southern Ry..... | 76 62 |
| | Total..... | | \$ 249,842 81 |
| <i>Joint Yards and Terminals:</i> Land..... Ground..... Union passenger station..... | Louisville, Ky..... | Ill. Central R. R..... | \$ 5 00 |
| | Newport, Ky..... | C. & O. Ry..... | 530 72 |
| | Louisville, Ky..... | P. C. C. & St. L. Ry..... | 4,638 54 |
| | Louisville, Ky..... | C. I. & L. Ry..... | 3,204 42 |
| | Louisville, Ky..... | L. H. & St. L. Ry..... | 2,617 56 |
| | Montgomery, Ala..... | W. Ry. of Ala..... | 5,345 64 |
| | Montgomery, Ala..... | C. C. L. Ry..... | 3,326 57 |
| | Montgomery, Ala..... | C. of Ga. Ry..... | 1,733 65 |
| | Montgomery, Ala..... | S. A. L. Ry..... | 1,479 38 |
| | Montgomery, Ala..... | M. & O. Ry..... | 1,470 34 |
| | Montgomery, Ala..... | S. & N. Ry..... | 6,122 48 |
| | Henderson, Ky..... | L. H. & St. L. Ry..... | 706 06 |
| | Henderson, Ky..... | Ill. Central R. R..... | 461 47 |
| | Evansville, Ind..... | E. Mt. C. & N. Ry..... | 653 64 |
| | Evansville, Ind..... | Ill. Central R. R..... | 2,080 73 |
| | Leewood, Tenn..... | N. C. & St. L. Ry..... | 1 16 |
| | Leewood, Tenn..... | Ill. Central Ry..... | 93 52 |
| | Anniston, Ala..... | Southern Ry..... | 2,459 17 |
| | Cumberland Gap, Tenn..... | Southern Ry..... | 120 00 |
| Agent's house..... | | | |
| Station facilities.. | | | |

RENTS RECEIVABLE—CONTINUED.

For Joint Facilities.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|---------------------------------------|-----------------------|-------------------------------------|---------------|
| <i>Joint Yards and Terminals—Con.</i> | | | |
| Yard..... | Louisville, Ky..... | L. H. & St. L. Ry..... | \$ 3,953 76 |
| Freight station, etc..... | Owensboro, Ky..... | L. H. & St. L. Ry..... | 1,253 57 |
| | Henderson, Ky..... | L. H. & St. L. Ry..... | 952 04 |
| | Gadsden, Ala..... | N. C. & St. L. Ry..... | 966 41 |
| | Columbia, Tenn..... | N. C. & St. L. Ry..... | 180 00 |
| Station buildings. | | | |
| Union passenger station..... | Gadsden, Ala..... | N. C. & St. L. Ry..... | 1,131 44 |
| Lot..... | Selma, Ala..... | W. Ry. of Ala..... | 71 08 |
| Freight house and yard..... | Evansville, Ind..... | E. Mt. C. & N. Ry..... | 1,781 08 |
| Yard..... | Howell, Ind..... | E. Mt. C. & N. Ry..... | 352 37 |
| Station, etc..... | Frankfort, Ky..... | Ky. Highlands R. R..... | 120 00 |
| Passenger station, etc..... | Frankfort, Ky..... | F. & C. Ry..... | 150 00 |
| Station, etc..... | Worthville, Ky..... | Carrollton and Worthville R. R..... | 42 00 |
| Station facilities. | Glasgow Jct., Ky..... | Glasgow Ry..... | 250 00 |
| | Marianna, Fla..... | Marianna-Blountstown R. R..... | 180 00 |
| Passenger station. | Appalachia, Va..... | Interstate R. R..... | 106 29 |
| | Chipley, Fla..... | B. C. & St. A. Bay Ry..... | 144 00 |
| Union passenger station..... | Birmingham, Ala..... | A. B. & A. R. R. Co..... | 1,354 69 |
| Stock pens..... | Montgomery, Ala..... | Western Ry of Ala..... | 20 36 |
| | Total..... | | \$ 50,009 16 |
| | Grand total..... | | \$ 299,851 97 |

Income From Lease of Road.

| ROAD LEASED | LOCATION | NAME OF LESSEE | AMOUNT |
|---------------------------------------|---|---|---------------|
| Paducah and Memphis Division..... | Paducah, Ky., to Lexington, Tenn., Memphis, Tenn., to Perryville, Tenn..... | Nashville, Chattanooga and St. Louis R. R..... | \$ 206,506 20 |
| Clarksville and Princeton Branch..... | Gracey, Ky., to Princeton, Ky..... | Ohio Valley Railway..... | 12,039 70 |
| | Total..... | | \$ 218,545 90 |

RENTS RECEIVABLE—CONTINUED.

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Expenses | Amount |
|--|--|--------------|--------------|---------------|
| Building and platform, Louisville, Ky..... | Adams Express Co..... | \$ 2,100 00 | \$ 1,312 99 | \$ 787 01 |
| Building, Louisville, Ky..... | Ky. Tobacco Product Co..... | 566 13 | ----- | 566 13 |
| Land, Nashville, Tenn..... | Armour Packing Co..... | 681 20 | ----- | 681 20 |
| Land, Nashville, Tenn..... | Swift & Co..... | 981 20 | ----- | 981 20 |
| Building, Nashville, Tenn..... | Samuel Douglas & Co..... | 1,109 59 | ----- | 1,109 59 |
| Land, Riversburg, Tenn..... | W. J. Sparks..... | 517 77 | ----- | 517 77 |
| Land, Sou. Nashville, Tenn..... | Nashville Warehouse & Elevator Co..... | 3,000 00 | ----- | 3,000 00 |
| Land, Birmingham, Ala..... | Birmingham Realty Co..... | 930 25 | ----- | 930 25 |
| Land, Montgomery, Ala..... | L. & N. R. R. Co..... | 4,174 58 | ----- | 4,174 58 |
| Dock and Wharf, Mobile, Ala..... | Mobile Coal Co..... | 800 00 | 3,804 07 | Def. 3,004 07 |
| Land, Knoxville, Tenn..... | Kimberly Mfg. Co..... | 709 34 | ----- | 709 34 |
| Land, Memphis, Tenn..... | Broadway Coal & Ice Co..... | 600 00 | ----- | 600 00 |
| Building, Pensacola, Fla..... | Gulf Transit Co..... | 600 00 | 64 06 | 535 94 |
| Land, Cincinnati, O..... | J. E. McCracken Supply Co..... | 798 10 | ----- | 798 10 |
| Building, Louisville, Ky..... | Knadler & Lucas..... | 600 00 | ----- | 600 00 |
| Land, Lexington, Ky..... | Weideman Brewing Co..... | 600 00 | ----- | 600 00 |
| Buildings, Lexington, Ky..... | J. H. Shyrock, agent..... | 1,250 44 | ----- | 1,250 44 |
| Land and buildings..... | Various..... | 18,838 55 | 5,209 25 | 13,629 30 |
| Total..... | ----- | \$ 38,857 15 | \$ 10,390 37 | \$ 28,466 78 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|---------------------------------------|---|--|---------------|
| <i>Joint Tracks:</i> | | | |
| Tracks----- | Coster, Tenn..... | Southern Ry..... | \$ 81 66 |
| | Hyde, Tenn., to Fonde, Ky..... | Southern Ry..... | 14,941 47 |
| | Between Gurnee Jct. and Blocton..... | Southern Ry..... | 23,819 14 |
| Bridge and tracks | Decatur, Ala..... | Southern Ry..... | 11,697 08 |
| | Florence, Ala..... | Southern Ry..... | 6,542 84 |
| Tracks for switch- ing----- | Commerce St., Mobile, Ala | Southern Ry..... | 1,760 20 |
| Tracks----- | Louisville, Ky..... | Central Trf. Ry. and Storage Co..... | 2,258 57 |
| | Between Cartersville and Atlanta..... | Wes. & Atlantic R. R..... | 7,300 56 |
| | Woodstock to Blocton..... | Woodstock and Blocton Railroad..... | 5,847 64 |
| | Between Wellington and Cartersville, Ga..... | A. & B. Air Line..... | 42,876 18 |
| | St. Charles to Pocket..... | V. & S. W. Ry..... | 4,288 74 |
| | Intermount to Pigeon Creek Jct., Va..... | V. & S. W. Ry..... | 28 34 |
| | Moragne to Attalla, Ala..... | N. C. & St. L. Ry..... | 1,038 84 |
| | Junta to Atlanta, Ga..... | N. C. & St. L. Ry..... | 46,739 40 |
| | Aulon to Memphis..... | N. C. & St. L. Ry..... | 11,383 60 |
| | Nashville, Tenn..... | N. C. & St. L. Ry..... | 53 21 |
| | Between Memphis and E. Jct., Tenn..... | Ill. Central Railroad..... | 73 80 |
| | Aulon to "y," near Non- cannah yard..... | Ill. Central R. R..... | 76 43 |
| Navy yard tracks | Memphis, Tenn..... | Ill. Central Railroad..... | 85 43 |
| Tracks----- | Between Harahan and Shewsbury, La..... | Ill. Central Railroad..... | 129 92 |
| | New Orleans, La..... | New Orleans Terminal Company..... | 1,698 62 |
| Trackage on cars. | E. St. Louis, Ill..... | C. B. & Q. R. R..... | 472 76 |
| Tracks----- | Sheffield, Ala..... | Sloss Sheffield Iron and Steel Co..... | 35 00 |
| Use of tracks on bridge----- | St. Louis, Mo..... | Terminal Railroad Association of St. Louis, Mo..... | 29,919 33 |
| Trackage on cars. | E. St. Louis, Ill..... | Terminal Railroad Association of St. Louis, Mo..... | 3,356 11 |
| Bridge, etc----- | Covington, Ky., to Cin- cinnati, O..... | Cov. & C. R. R. & Trans. & Bridge Co. | 108,603 28 |
| Trackage on cars. | E. St. Louis, Ill..... | C. C. C. & St. L. Ry..... | 91 70 |
| | E. St. Louis, Ill..... | B. & O. R. R..... | 473 70 |
| | St. Louis, Mo..... | St. Louis Merchants Bridge and Term. Railway..... | 34 80 |
| Tracks----- | E. St. Louis, Ill..... | B. & O. R. R..... | 1,077 00 |
| | Shawneetown, Ill..... | B. & O. R. R..... | 151 12 |
| | Netherland, Ky., to Louis- ville, Ky..... | C. & O. Ry..... | 390 00 |
| | Total..... | | \$ 327,326 47 |
| <i>Joint Yards and Terminals:</i> | | | |
| Nashville termin- als----- | Nashville, Tenn..... | L. & N. Terminal Co..... | \$ 72,459 17 |
| Passenger station | Decatur, Ala..... | Southern Ry..... | 612 70 |
| Passenger depot.. | Attalla, Ala..... | A. G. S. Ry..... | 660 00 |
| Terminal proper- ties----- | Atlanta, Ga..... | Georgia Railroad..... | 60,902 99 |
| Union passenger station----- | Memphis, Tenn..... | Memphis Union Station Company..... | 31,940 51 |
| Yards----- | Gadsden, Ala..... | N. C. & St. L. Ry..... | 1,508 98 |
| | Attalla, Ala..... | N. C. & St. L. Ry..... | 629 78 |
| Passenger depot.. | Attalla, Ala..... | N. C. & St. L. Ry..... | 316 05 |
| | Attalla, Ga..... | N. C. & St. L. Ry..... | 922 52 |
| Ground for sta- tion----- | Henderson, Ky..... | Ill. Central Railroad..... | 213 55 |
| Yard----- | Chalmetto, La..... | Ill. Central Railroad..... | 1,617 26 |
| Rent of facilities. | Harahan, La..... | Ill. Central Railroad..... | 305 98 |
| Passenger and freight facilities | Newport, Ky..... | C. & O. Ry..... | 831 87 |
| Depot and ground----- | Winchester, Ky..... | C. & O. Ry..... | 172 86 |

RENTS PAYABLE—CONTINUED.

Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|---------------------------------------|------------------------|---|---------------|
| <i>Joint Yards and Terminals—Con.</i> | | | |
| Passenger station. | Owensboro, Ky..... | L. H. & St. L. Ry..... | \$ 585 46 |
| Yards..... | Selma, Ala..... | W. Ry. of Ala..... | 1,140 08 |
| Freight station..... | Evansville, Ind..... | C. & E. I. R. R..... | 74 56 |
| Land..... | Selma, Ala..... | W. Ry. of Ala..... | 118 44 |
| Facilities..... | River Jct., Fla..... | A. C. L. Ry..... | 609 34 |
| Passenger station facilities..... | Cincinnati, O..... | P. C. C. & St. L. Ry..... | 7,723 44 |
| Union passenger station..... | Lexington, Ky..... | Lexington Union Station Company..... | 8,498 59 |
| Union depot..... | Cincinnati, O..... | Central Union Depot and Railway Co..... | 10,339 80 |
| Ground for passenger station..... | E. St. Louis, Ill..... | E. St. Louis Relay Passenger Station..... | 327 64 |
| Facilities..... | Norton, Va..... | N. & W. Ry..... | 79 44 |
| Passenger and freight station..... | Jct. City, Ky..... | C. N. O. & T. P. R. R..... | 330 00 |
| Passenger station and facilities..... | St. Louis, Mo..... | Ter. R. R. Asso. of St. Louis..... | 4,130 51 |
| Rent of ground..... | Memphis, Tenn..... | Ill. Central R. R..... | 4 44 |
| Facilities..... | Nortonville, Ky..... | Ill. Central R. R..... | 1 96 |
| Passenger station..... | Montgomery, Ala..... | L. & N. R. R. Co..... | 6,122 48 |
| Passenger station and ground..... | Decatur, Ala..... | Southern Ry..... | 173 18 |
| | Total..... | | \$ 213,351 58 |
| | Grand total..... | | \$ 540,678 05 |

Deductions for Lease of Other Roads.

| ROAD LEASED | Guaranteed Interest on Bonds | Guaranteed Dividend on Stock | Cash | Total |
|----------------------------------|------------------------------|------------------------------|---------------|---------------|
| Nashville and Decatur R. R..... | | \$ 266,531 25 | | \$ 266,531 25 |
| South and North Ala. R. R..... | | | \$ 486,062 86 | 486,062 86 |
| Glasgow Railway..... | | | 38,542 05 | 38,542 05 |
| Elkton and Guthrie Railroad..... | | | 1,346 73 | 1,346 73 |
| Total..... | | \$ 266,531 25 | \$ 525,951 64 | \$ 792,482 89 |

Miscellaneous Rent Deductions.

| Description of Property | LOCATION | NAME OF LESSOR | Amount |
|---------------------------------------|------------------------|--|--------------|
| Land..... | Montgomery, Ala..... | S. & N. A. R. R. Co..... | \$ 4,174 58 |
| Freight station and grounds..... | Cincinnati, Ohio..... | P. C. C. & St. L. Ry..... | 19,873 33 |
| Terminal property..... | Nashville, Tenn..... | L. & N. Terminal Co..... | 15,969 87 |
| Passenger station and facilities..... | Selma, Ala..... | A. & W. P. R. R. & W. Ry. of Ala..... | 2,849 64 |
| Property..... | E. St. Louis, Ill..... | Terminal R. R. Asso. of St. Louis..... | 900 00 |
| Wharf..... | Mobile, Ala..... | City of Mobile..... | 900 00 |
| Property..... | Memphis, Tenn..... | City of Memphis..... | 750 00 |
| Miscellaneous items..... | | | 1,253 56 |
| Total..... | | | \$ 46,700 96 |

MISCELLANEOUS DEDUCTIONS.

| NATURE OF DEDUCTION | Amount |
|--|--------------|
| Accrued premiums on bonds drawn for sinking funds: | |
| Henderson Bridge Company 1st mortgage bonds, due September 1, 1912, 58 bonds at \$50.00..... | \$ 2,900 00 |
| Evansville, Henderson and Nashville Division bonds, due December 1, 1912, 110 bonds at \$100.00..... | 11,000 00 |
| General mortgage bonds, due June 1, 1913, 553 bonds at \$100.00..... | 55,300 00 |
| Pennacola Division bonds, due September 1, 1912, 24 bonds at \$50.00..... | 1,200 00 |
| Pennacola and Atlantic Division bonds, due February 1, 1913, 91 bonds at \$100.00... | 9,100 00 |
| Total..... | \$ 79,500 00 |

SEPARATELY OPERATED PROPERTIES.

| NAME OF PROPERTY | Deficit |
|---|---------------|
| Georgia Railroad Company..... (Louisville and Nashville Railroad Company's one-half proportion of the results from operation of the Georgia Railroad Company). | \$ 185,953 24 |

HIRE OF EQUIPMENT.

Equipment Leased.

| KIND OF EQUIPMENT | NAME OF LESSEE | Number of Units | Amount | REMARKS |
|----------------------------------|---|-----------------|-------------|------------------|
| <i>Rents Accrued Receivable:</i> | | | | |
| Coal and ore..... | Alabama Consolidated Coal and Iron Co..... | Various..... | \$ 1,602 50 | |
| Flat..... | Alabama Stone and Ore Co..... | One..... | 1 00 | |
| Flat..... | Alger-Sullivan Lumber Co..... | Two..... | 92 00 | |
| Flat..... | Armstrong & Briggs..... | Various..... | 244 00 | |
| Flat..... | Bached Land and Lumber Co..... | Various..... | 253 50 | |
| Flat..... | Clark County Constn. Co..... | Various..... | 1,204 00 | |
| Postal..... | Chicago, Indianapolis and Louisville Railway..... | Various..... | 80 00 | |
| Flat..... | Florida and Alabama Land Co..... | One..... | 1,585 00 | |
| Flat..... | Gonyea Lumber Co..... | Various..... | 142 00 | |
| Flat..... | Hardaway, B. H..... | One..... | 7 50 | |
| Caboose..... | Hedges and Minnis..... | Various..... | 397 00 | |
| Camp..... | Hugh & Spadlin Co..... | Two..... | 154 00 | |
| Flat..... | Henderson Lumber Co..... | Two..... | 61 00 | |
| Coach..... | Ky. Asso. for Study and Prevention of Tuberculosis..... | One..... | 226 00 | |
| Flat..... | Leighton-McBrose Construction Co..... | Various..... | 250 00 | |
| Coach and baggage..... | Lexington and Eastern Railway..... | Three..... | 326 50 | |
| Flat, gondola and camp..... | Lexington and Eastern Railway..... | Various..... | 373 25 | |
| Flat..... | Louisville Railway Company..... | Various..... | 12,997 00 | |
| Gondola..... | Louisville Railway Company..... | One..... | 11 00 | |
| Flat..... | Mason & Hanger Co..... | One..... | 3 00 | |
| Flat..... | Miller-Brent Lumber Co..... | Various..... | 7 00 | |
| Flat and camp..... | Nashville and Decatur Railroad..... | Various..... | 460 00 | |
| Flat..... | Price Construction Co..... | Various..... | 3,602 25 | |
| Gondola..... | Red River Furnace Co..... | Various..... | 107 00 | |
| Flat..... | Republic Iron and Steel Co..... | Various..... | 65 25 | |
| Flat..... | Shoe-Sheffield Steel and Iron Co..... | Two..... | 24 00 | |
| Box and gondola..... | Southern Iron and Steel Co..... | Various..... | 144 00 | |
| Flat..... | Southern Paper Co..... | Various..... | 670 00 | |
| Box and gondola..... | Standard Steel Co..... | Various..... | 76 00 | |
| Flat..... | Straight Creek Lumber Co..... | Four..... | 97 00 | |
| Coach..... | Suburbanite Co..... | One..... | 380 00 | |
| Gondola..... | Tennessee and Cumberland River Railroad..... | Various..... | 397 50 | |
| Flat..... | Virginia Iron, Coal and Coke Co..... | One..... | 166 00 | |
| Gondola..... | Warrior Iron Co..... | Two..... | 9 00 | |
| Flat..... | Warrior Mineral Railroad..... | One..... | 571 00 | |
| Flat..... | Wisconsin Steel Co..... | One..... | 57 00 | |
| Flat..... | Woodward Iron Co..... | Various..... | 395 00 | |
| Gondola..... | Adams & Sullivan..... | Various..... | 13 50 | |
| Locomotives..... | Alabama and Florida Lumber Co..... | Various..... | 20 00 | |
| | Alger-Sullivan Lumber Co..... | | 780 00 | S. & N. A. R. R. |
| | | | 1,480 00 | |

| | |
|--|-----------|
| T. J. Asher & Sons | 275 00 |
| Atlantic Coast Line Railroad | 500 00 |
| Aycock Lumber Co. | 500 00 |
| Birmingham, Columbus and St. A. B. Ry | 220 00 |
| Bucyrus Company | 45 79 |
| Burton Construction Co. | 5 00 |
| W. M. Carney Mill Co. | 355 16 |
| J. C. Carlond & Co. | 3 00 |
| Carter Construction Co. | 70 00 |
| Central Coal and Iron Co. | 28 35 |
| C. & C. E. R. R. and T. & B. Co. | 1,218 09 |
| Cincinnati, Flemingsburg & S. E. Ry | 30 00 |
| C. C. & St. L. Ry | 396 40 |
| Chesapeake and Ohio Railway | 378 34 |
| Chicago and Eastern Illinois Railroad | 45 63 |
| Chicago, Indianapolis and Louisville Railway | 271 31 |
| Chicago, Burlington and Quincy Railroad | 58 13 |
| Continental Coal Corporation | 450 00 |
| Colonial Coal and Coke Co. | 500 00 |
| Cumberland Railroad | 130 00 |
| Ducktown Sulphur, Copper and Iron Co. | 240 00 |
| Empire Lumber Co. | 35 00 |
| Evansville, Mt. Carmel and Northern Railroad | 944 62 |
| Frankfort and Cincinnati Railway | 396 49 |
| Florida Saw Mill Co. | 172 50 |
| Georgia Railroad | 6,576 00 |
| Glasgow Railway | 300 00 |
| Haynesville and Montgomery Railroad | 80 00 |
| Henderson Waite Lumber Co. | 865 00 |
| Hodges & Minns | 76 69 |
| Horse Shoe Lumber Co. | 50 00 |
| Hough & Spradlin | 525 38 |
| Illinois Central Railroad | 10 00 |
| M. Jones & Co. | 360 00 |
| Kentucky Distilleries and W. H. Co. | 14 00 |
| Kentucky Highlands Railroad | 75 00 |
| Kingsdon Coal Co. | 15 00 |
| Knoxville and Augusta Railroad | 10 00 |
| D. B. Lacy & Sons | 94 50 |
| Langhorne & Co. | 21,270 00 |
| Lexington and Eastern Railway | 225 63 |
| L. H. & St. L. Ry Co. | 70 00 |
| Luck Construction Co. | 175 00 |
| Manatee and Repton Railroad | 60 00 |
| Marianna and Blountstown Railroad | 180 00 |
| Mason & Hinger | 1,795 00 |
| Midway Lumber Co. | 7,893 21 |
| N. C. & St. L. Ry | 391 97 |
| P. C. & St. L. Ry | 25 00 |
| Price Construction Company | 40 00 |
| Republic Iron and Steel Co. | 2 50 |
| Seaboard Air Line Railway | |

Atlanta terminals.

Switching engines, Nashville terminals.

HIRE OF EQUIPMENT—CONTINUED.
Equipment Leased—Continued.

| KIND OF EQUIPMENT | NAME OF LESSEE | Number of Units | Amount | REMARKS |
|----------------------------------|--|-----------------|----------|--|
| <i>Rents Accrued Receivable:</i> | | | | |
| Locomotives..... | Standard Guano and Chemical Co..... | 21 00 | \$ 21 00 | |
| "..... | Tennessee Coal, Iron and Railroad Co..... | 1,205 92 | 1,205 92 | |
| "..... | Tennessee Power Co..... | 310 00 | 310 00 | |
| "..... | Toney & Lawler..... | 4 00 | 4 00 | |
| "..... | Turkey Foot Lumber Co..... | 10 00 | 10 00 | |
| "..... | Warner Iron Co..... | 286 00 | 286 00 | |
| "..... | Wasoto and Black Mountain Railroad..... | 485 20 | 485 20 | |
| "..... | Wauless Mining Co., debit..... | 4 50 | 4 50 | |
| "..... | Western Union Telegraph Co..... | 25 99 | 25 99 | |
| "..... | Additions and betterments..... | 1 40 | 1 40 | |
| Work equipment..... | Alger-Sullivan Lumber Co..... | 70 00 | 70 00 | Additional yard facilities at underpass at Howell. |
| "..... | T. J. Asher & Son..... | 69 79 | 69 79 | |
| "..... | Boxler Bros..... | 100 00 | 100 00 | |
| "..... | Callahan Construction Co..... | 26 04 | 26 04 | |
| "..... | J. C. Curland & Co..... | 3 00 | 3 00 | |
| "..... | Carter Construction Co..... | 16 00 | 16 00 | |
| "..... | Carrollton and Worthville Railroad..... | 15 00 | 15 00 | |
| "..... | Chesapeake and Ohio Railway..... | 713 12 | 713 12 | |
| "..... | C. C. C. & St. L. Ry..... | 522 62 | 522 62 | |
| "..... | C. B. & Q. Ry..... | 112 50 | 112 50 | |
| "..... | C. & E. I. Ry..... | 179 00 | 179 00 | |
| "..... | C. & E. R. & T. & B. Co..... | 10 50 | 10 50 | |
| "..... | Continental Coal Corporation..... | 12 00 | 12 00 | |
| "..... | Cumberland Telegraph and Telephone Co..... | 27 00 | 27 00 | |
| "..... | Cumberland Railroad..... | 20 00 | 20 00 | |
| "..... | Empire Lumber Co..... | 10 00 | 10 00 | |
| "..... | Escambia Land and Manufacturing Co..... | 140 00 | 140 00 | |
| "..... | E. M. C. & N. Ry..... | 50 00 | 50 00 | |
| "..... | J. H. Fitch Construction Co..... | 60 00 | 60 00 | |
| "..... | Gibson Carr Co..... | 34 00 | 34 00 | |
| "..... | Henderson Walte Lumber Co..... | 60 00 | 60 00 | |
| "..... | Hough & Spradlin..... | 60 00 | 60 00 | |
| "..... | Illinois Central Railway..... | 2 00 | 2 00 | |
| "..... | M. Jones & Co..... | 85 10 | 85 10 | |
| "..... | D. B. Lacy & Sons..... | 2 00 | 2 00 | |
| "..... | Lexington and Eastern Railway..... | 50 00 | 50 00 | |
| "..... | Louisville and Jeff. Bridge Co..... | 383 00 | 383 00 | |
| "..... | L. H. & St. L. R. R..... | 75 00 | 75 00 | |
| "..... | Log Mountain Coal Co..... | 49 00 | 49 00 | |
| "..... | Mobile and Ohio Railroad..... | 15 00 | 15 00 | |
| "..... | | 60 00 | 60 00 | |

| KIND OF EQUIPMENT | NAME OF LESSOR | Number of Units | Amount | REMARKS |
|---------------------------|---|-----------------|--|---|
| Rents Accrued Payable: | | | | |
| Locomotives..... | Atlantic Coast Line Railway A. & W. P. Ry. and W. Ry. of Ala. C. & E. R. & T. & B. Co. Frankfort and Cincinnati Railway Georgia Railway Robert Grace Construction Co. Illinois Central Railway | | \$ 833 62 1,821 12 1,154 82 50 00 7,099 60 22 62 762 20 | Switching engine, River Junction. Switching engine, Selma. Switching engine, C. & C. bridge. Joint engine, Atlanta Terminals. Joint tracks, M. L. & T. & L. & N. Inter- change. |
| | L. H. & St. L. Ry. L. H. & St. L. Ry. N. N. C. & St. L. Ry. N. N. C. & St. L. Ry. N. N. C. & St. L. Ry. N. N. C. & St. L. Ry. New Orleans Terminal Co. Norfolk and Western Railway P. C. C. & St. L. Ry. Southern Railway Terminal R. R. Association of St. Louis Wasimoto and Black Mountain Railroad Woodstock and Blocton Railroad | | 538 94 1,980 00 64 72 709 47 595 70 52 93 320 40 1,050 53 265 55 151 86 164 10 375 72 3 42 | Earlington and Irvington line. Switching engine, Owensboro, Ky. Joint tracks, Atlanta and Junia. Switching engine, Cartersville. Switching engine, Marietta. Switching engine, Nashville Terminal. Switching engine, New Orleans. Switching engine, Norton, Va. Switching engine, Cincinnati, O. Jt. switching engine, Gurnee Jet. and Blocton. Clear Fork Branch, U. P. Station, St. Louis. |
| Passenger-train cars..... | A. & W. P. Ry. and W. Ry. of Ala. P. C. C. & St. L. Ry. State of Tennessee Department of Agriculture Atlantic Coast Line Railway C. C. C. & St. L. Ry. Chesapeake and Ohio Railway Chesapeake and Ohio Railway | | 640 12 33 00 8 00 11 50 19 34 30 00 3 00 290 73 | Switching engine, Blocton yard. Proportion of agricultural train. |
| Freight-train cars..... | | | | |
| Work equipment..... | | | | |
| Total..... | | | \$ 84,315 85 | |

HIRE OF EQUIPMENT—CONTINUED.
Equipment Leased—Continued.

| KIND OF EQUIPMENT | NAME OF LESSEE | Number of Units | Amount | REMARKS |
|--------------------------------|------------------------------------|-----------------|--------------|----------------------------------|
| <i>Rent's Accrual Payable:</i> | | | | |
| Work equipment..... | Georgia Railroad..... | ----- | \$ 4 19 | Interest on trash cars, Atlanta. |
| "..... | Illinois Central Railroad..... | ----- | 6 80 | Central City proportion. |
| "..... | N. C. & St. L. Ry..... | ----- | 45 80 | Atlanta and Junta joint tracks. |
| "..... | Southern Railway..... | ----- | 156 48 | Gurnee Jet. and Blocton tracks. |
| Stock..... | Mather Horse and Stock Car Co..... | Various----- | 31,908 88 | |
| Total..... | | ----- | \$ 59,770 75 | |

HIRE OF EQUIPMENT—CONTINUED.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|---------------------------|--------------------------------------|-----------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCURED ON EQUIPMENT BORROWED: | | | | | |
| Passenger locomotives..... | 3,481 | \$3 00 | | | \$ 10,443 00 |
| Freight locomotives..... | 22,104¾ | 3 00 | | | 66,314 00 |
| | | 3 00 | 3,672,752 | ½ & 1c | 29,536 90 |
| | | 4 00 | | ½ c, 2, | 829 00 |
| Passenger-train cars..... | 170 | 5 00 | 2,203,466 | 2½, 3, 4, | |
| | | 7 00 | | 5, 6c | 60,389 43 |
| | | 8 00 | | | |
| Freight-train cars..... | | | 46,509 620 | ½ c | 232,548 08 |
| Freight-train cars..... | | | 1,266,173 | ½ c | 6,330 82 |
| Freight-train cars..... | 5,705,061 | 25, 30, 35, 45, 50c | | | 2,215,090 25 |
| Freight-train cars..... | 35 | 35c | | | 112 94 |
| Work cars..... | | | 494,481 | ½ c | 2,472 41 |
| Total..... | | | | | \$2,624,066 83 |
| ACCURED ON EQUIPMENT LOANED: | | | | | |
| Passenger locomotives..... | 3,481 | \$ 3 00 | | | \$ 10,443 00 |
| Freight locomotives..... | 22,104¾ | 3 00 | | | 66,314 00 |
| | | 3 00 | 3,672,752 | ½ & 1c | 29,536 90 |
| | | 4 00 | | | 1,335 00 |
| Passenger-train cars..... | 257 | 5 00 | | | |
| | | 6 00 | | | |
| | | 7 00 | | | |
| Freight-train cars..... | | | 1,633,567 | | 49,824 13 |
| Freight-train cars..... | | | 46,509 620 | ½ c | 232,548 08 |
| Freight-train cars..... | 8,072,758 | 25, 30, 35, 45, 50c | 1,266,173 | ½ c | 6,330 82 |
| | | | | | 3,034,565 40 |
| Freight-train cars..... | | | 5,486 | 3-5c | 32 92 |
| Freight-train cars..... | 28,666 | 25, 30, 45, 35c | | | 10,969 10 |
| Work cars..... | | | 494,481 | ½ c | 2,472 41 |
| Total..... | | | | | \$3,444,371 76 |

Private Cars.

| CARS USED | | | COMPENSATION | |
|--|-------------------|---------------------|---------------|--------------|
| NAME OF OWNER | Description | Number Car-miles | Rate | Amount |
| Armour Car Lines..... | Ref..... | 8,187,145 | $\frac{3}{4}$ | \$ 61,403 84 |
| Armour Car Lines..... | Tank..... | 50,046 | $\frac{3}{4}$ | 375 32 |
| Armour Car Lines..... | Stock..... | 973 | $\frac{3}{4}$ | 5 84 |
| Armour Car Lines..... | Box..... | 14,110 | 3-5 | 84 66 |
| American Ref. Transit Co..... | Ref..... | 328,113 | $\frac{3}{4}$ | 2,480 88 |
| American Cotton Oil Co..... | Tank..... | 182,211 | $\frac{3}{4}$ | 1,366 57 |
| Arms Palace Horse Car Co..... | Palace stock..... | 93,817 | $\frac{3}{4}$ | 703 62 |
| Atlantic Seaboard Despatch..... | Ref..... | 116,171 | $\frac{3}{4}$ | 871 28 |
| American Tank Line..... | Tank..... | 45,239 | $\frac{3}{4}$ | 339 21 |
| Archer-Daniels Linseed Co..... | Tank..... | 2,080 | $\frac{3}{4}$ | 15 60 |
| American Linseed Co..... | Tank..... | 483 | $\frac{3}{4}$ | 3 62 |
| American Milling Co..... | Tank..... | 13,496 | $\frac{3}{4}$ | 101 22 |
| American Ammonia Co..... | Tank..... | 1,842 | $\frac{3}{4}$ | 13 81 |
| Aetna-Payville Tank Line..... | Tank..... | 1,040 | $\frac{3}{4}$ | 7 80 |
| Anglo-American Tar Product Co..... | Tank..... | 468 | $\frac{3}{4}$ | 3 51 |
| American Agricultural Chemical Co..... | Tank..... | 5,542 | $\frac{3}{4}$ | 41 86 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars—Continued.

| CARS USED | | | COMPENSATION | |
|---|--------------|------------------|---------------|-----------|
| NAME OF OWNER | Description | Number Car-miles | Rate | Amount |
| Bagdad Land and Lumber Co. | Tank | 39,130 | $\frac{3}{4}$ | \$ 293 45 |
| Barney & Smith Car Co. | Flat | 89,103 | 3-5 | 534 61 |
| Barber Asphalt Paving Co. | Tank | 234 | $\frac{3}{4}$ | 1 75 |
| Buckeye Cotton Oil Co. | Box | 883 | 3-5 | 5 30 |
| Barrett Manufacturing Co. | Tank | 95,264 | $\frac{3}{4}$ | 694 23 |
| Bay Terminal | Tank | 2,244 | $\frac{3}{4}$ | 16 82 |
| Burton, Jas. K. | Tank | 8,862 | $\frac{3}{4}$ | 66 46 |
| Central Fruit Despatch | Ref. | 608,596 | $\frac{3}{4}$ | 4,564 46 |
| Cold Blast Transportation Co. | Ref. | 383,587 | $\frac{3}{4}$ | 2,876 88 |
| Cudahy Refrigerator Line. | Ref. | 268,703 | $\frac{3}{4}$ | 2,015 28 |
| Canfield Oil Co. | Tank | 3,032 | $\frac{3}{4}$ | 22 74 |
| Car Association Refrigerator Line | Ref. | 1,278 | $\frac{3}{4}$ | 9 58 |
| Cedar Rapids Refrigerator Line. | Ref. | 817 | $\frac{3}{4}$ | 6 12 |
| Central Commercial Co. | Tank | 1,244 | $\frac{3}{4}$ | 9 33 |
| Central Refining Co. | Tank | 3,304 | $\frac{3}{4}$ | 24 79 |
| Chattfield Manufacturing Co. | Tank | 11,340 | $\frac{3}{4}$ | 85 05 |
| Chelsea Refining Co. | Tank | 2,752 | $\frac{3}{4}$ | 20 63 |
| Cherokee Tanning Extract Co. | Tank | 199 | $\frac{3}{4}$ | 1 49 |
| Chicago, N. Y. and Boston Ref. Line. | Ref. | 76,842 | $\frac{3}{4}$ | 576 20 |
| Conewango Refining Co. | Tank | 2,192 | $\frac{3}{4}$ | 16 44 |
| Chicago Refrigerator Car Co. | Ref. | 83,608 | $\frac{3}{4}$ | 627 03 |
| Chicago Stock Express. | Stock | 17,505 | 3-5 | 105 00 |
| Cincinnati Refrigerator Express | Ref. | 9,295 | $\frac{3}{4}$ | 69 66 |
| Cleveland Provision Co. | Ref. | 10,225 | $\frac{3}{4}$ | 76 68 |
| Cleveland Provision Co. | Stock | 390 | 3-5 | 2 34 |
| Commercial Acid Co. | Tank | 2,880 | $\frac{3}{4}$ | 21 45 |
| Consolidated Dressed Beef Co. | Stock | 1,791 | 3-5 | 10 74 |
| Continental Oil and Cotton Co. | Tank | 1,014 | $\frac{3}{4}$ | 7 61 |
| Continental Refining Co. | Tank | 204 | $\frac{3}{4}$ | 1 53 |
| Corn Planter Refining Co. | Tank | 3,617 | $\frac{3}{4}$ | 27 12 |
| Craig Oil Co. | Tank | 1,572 | $\frac{3}{4}$ | 11 79 |
| Crescent Tank Line. | Tank | 1,990 | $\frac{3}{4}$ | 14 92 |
| Crystal Car Line. | Tank | 15,390 | $\frac{3}{4}$ | 115 19 |
| Cudahy Mil. Ref. Line. | Ref. | 94,661 | $\frac{3}{4}$ | 709 95 |
| Cudahy Prov. Ref. Line. | Ref. | 1,566 | $\frac{3}{4}$ | 11 74 |
| Cudahy Refining Co. | Tank | 3,442 | $\frac{3}{4}$ | 25 79 |
| Dairy Shippers Despatch | Ref. | 13,949 | $\frac{3}{4}$ | 104 60 |
| Davidson Tank Line. | Tank | 5,310 | $\frac{3}{4}$ | 39 82 |
| Deckers Meat Express. | Ref. | 485 | $\frac{3}{4}$ | 3 63 |
| DeJarnette Refining Co. | Tank | 10,310 | $\frac{3}{4}$ | 77 31 |
| Detroit Ref. Express. | Ref. | 2,943 | $\frac{3}{4}$ | 22 07 |
| Dold Packing Co. | Ref. | 9,467 | $\frac{3}{4}$ | 70 99 |
| Doud Stock Car Co. | Stock | 61,247 | 3-5 | 367 47 |
| Dupont DeNemours Powder Co. | Tank | 724 | $\frac{3}{4}$ | 5 43 |
| Eagle Cotton Oil Co. | Tank | 7,251 | $\frac{3}{4}$ | 54 38 |
| Eastern Live Stock Express | Stock | 2,696 | 3-5 | 16 15 |
| Emlenton Refining Co. | Tank | 408 | $\frac{3}{4}$ | 3 04 |
| Empire Oil Works. | Tank | 988 | $\frac{3}{4}$ | 7 41 |
| Evansville Packing Co. | Ref. | 142,764 | $\frac{3}{4}$ | 1,070 73 |
| Fox River Despatch. | Ref. | 310 | $\frac{3}{4}$ | 2 32 |
| Frisco Ref. Car Line. | Ref. | 1,130,484 | $\frac{3}{4}$ | 8,478 61 |
| Garrett Wine Co. | Tank | 1,310 | $\frac{3}{4}$ | 9 83 |
| General Electric Co. | Flat | 2,094 | 3-5 | 12 56 |
| Georges Creek Coal and Iron Co. | Coal | 1,509 | 3-5 | 10 31 |
| German American Car Co. | Tank | 2,552,433 | $\frac{3}{4}$ | 19,143 22 |
| Germania Refining Co. | Tank | 366 | $\frac{3}{4}$ | 2 76 |
| Globe Soap Co. | Tank | 11,132 | $\frac{3}{4}$ | 83 46 |
| Great Western Oil Refining Co. | Tank | 322 | $\frac{3}{4}$ | 2 41 |
| Gulf Refining Co. | Tank | 152,440 | $\frac{3}{4}$ | 1,143 22 |
| Heins & Co., H. J. | Ref. | 21,252 | $\frac{3}{4}$ | 159 37 |
| High Grade Oil Refining Co. | Tank | 340 | $\frac{3}{4}$ | 2 55 |
| Hill and Dale Farm. | Palace stock | 1,214 | $\frac{3}{4}$ | 9 10 |
| Independent Refining Co. | Tank | 1,472 | $\frac{3}{4}$ | 11 04 |
| Indianapolis Abattoir Co. | Ref. | 11,071 | $\frac{3}{4}$ | 83 02 |
| Indian Refining Co. | Tank | 70,861 | $\frac{3}{4}$ | 531 44 |
| International Agricultural Corporation. | Tank | 110,710 | $\frac{3}{4}$ | 830 32 |
| International Molasses Co. | Tank | 1,528 | $\frac{3}{4}$ | 11 46 |
| International Transit Co. | Tank | 29,842 | $\frac{3}{4}$ | 223 80 |
| Interstate Coopersage Co. | Rack | 186 | 3-5 | 1 13 |
| Interstate Stock Express. | Stock | 8,242 | 3-5 | 49 44 |
| Island Petroleum Co. | Tank | 918 | $\frac{3}{4}$ | 6 88 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars—Continued.

| CARS USED | | | COMPENSATION | |
|--------------------------------------|-------------|------------------|---------------|----------|
| NAME OF OWNER | Description | Number Car-miles | Rate | Amount |
| Jackson Lumber Co. | Tank | 9,061 | $\frac{1}{4}$ | \$ 67 95 |
| Jones-Dusenbury Co. | Tank | 93,080 | $\frac{1}{4}$ | 688 09 |
| Kentucky Refining Co. | Tank | 665,062 | $\frac{1}{4}$ | 4,987 94 |
| Keith Tank Line. | Tank | 8,554 | $\frac{1}{4}$ | 64 14 |
| Kerns Live Stock Express. | Stock | 3,290 | 3-5 | 19 74 |
| Kettle River Quarries Co. | Tank | 2,395 | $\frac{1}{4}$ | 17 96 |
| Keystone Coal and Coke Co. | Coal | 16 | 3-5 | 09 |
| Kingan Refining Line. | Ref. | 150,012 | $\frac{1}{4}$ | 1,125 08 |
| Klein Tank Line. | Tank | 1,064 | $\frac{1}{4}$ | 7 97 |
| Knadler & Lucas. | Tank | 3,264 | $\frac{1}{4}$ | 24 46 |
| Lackawanna L. S. Trans. Co. | Stock | 8,284 | 3-5 | 49 68 |
| Lake Carriers Oil Co. | Tank | 408 | $\frac{1}{4}$ | 3 05 |
| Lange Soap Co. | Tank | 911 | $\frac{1}{4}$ | 6 83 |
| Lantz Bros. Co. | Tank | 204 | $\frac{1}{4}$ | 1 53 |
| Lemac Carriers Co. | Poultry | 30,094 | $\frac{1}{4}$ | 225 69 |
| Lemp Ref. Co. | Ref. | 2,639 | $\frac{1}{4}$ | 19 78 |
| Libby, McNeil & Libby Ref. Line. | Ref. | 26,084 | $\frac{1}{4}$ | 195 61 |
| Lipe, F. W. | Box | 3,848 | 3-5 | 23 08 |
| Live Poultry Trans. Co. | Poultry | 113,761 | $\frac{1}{4}$ | 853 17 |
| Louisville Cotton Oil Co. | Tank | 393,896 | $\frac{1}{4}$ | 2,954 20 |
| Louisville Packing Co. | Ref. | 164,182 | $\frac{1}{4}$ | 1,231 34 |
| Louisville Soap Co. | Tank | 115,801 | $\frac{1}{4}$ | 868 47 |
| Maginnis Bros. & Drewes. | Tank | 1,456 | $\frac{1}{4}$ | 10 91 |
| Martin Co., D. B. | Stock | 3,564 | 3-5 | 21 38 |
| Mather Horse and Stock Car Co. | Ref. | 31,501 | $\frac{1}{4}$ | 236 24 |
| Mather Horse and Stock Car Co. | Stock | 158,413 | 3-5 | 950 46 |
| Menasha Woodenware Co. | Box | 9,345 | $\frac{1}{4}$ | 56 05 |
| Merchants Desp. Trans. Co. | Ref. | 560,705 | $\frac{1}{4}$ | 4,205 29 |
| Miller Oil Works. | Tank | 1,036 | $\frac{1}{4}$ | 6 76 |
| Milwaukee Ref. T. & Car Co. | Ref. | 123,496 | $\frac{1}{4}$ | 926 18 |
| Mineral Point Zinc Co. | Tank | 83,115 | $\frac{1}{4}$ | 623 35 |
| Missouri River Despatch | Ref. | 68,471 | $\frac{1}{4}$ | 513 49 |
| Morrell Ref. Line. | Ref. | 3,827 | $\frac{1}{4}$ | 28 69 |
| Morris & Co. | Ref. | 983,868 | $\frac{1}{4}$ | 7,379 01 |
| Morris & Co. | Tank | 949 | $\frac{1}{4}$ | 7 12 |
| National Ammonia Co. | Tank | 2,254 | $\frac{1}{4}$ | 16 89 |
| National Car Line Co. | Tank | 126,114 | $\frac{1}{4}$ | 945 86 |
| National Cooperage & W. W. Co. | Rack | 1,323 | 3-5 | 7 94 |
| National Desp. Line. | Box | 263 | 3-5 | 1 58 |
| National Trans. and Term. Co. | Tank | 428,153 | $\frac{1}{4}$ | 3,211 14 |
| N. Y. & Cleveland Gas and Coal Co. | Coal | 1,086 | 3-5 | 6 51 |
| Northern Tank Line. | Tank | 1,263 | $\frac{1}{4}$ | 9 48 |
| Oak Extract Co. | Tank | 21,802 | $\frac{1}{4}$ | 163 51 |
| Oil Mill Despatch. | Box | 6,355 | $\frac{1}{4}$ | 38 12 |
| Pacific Fruit Express. | Ref. | 349,592 | $\frac{1}{4}$ | 2,621 91 |
| Perless Transit Line. | Tank | 8,919 | $\frac{1}{4}$ | 66 87 |
| Pennsylvania Refining Co. | Tank | 290 | $\frac{1}{4}$ | 2 17 |
| Pennsylvania Paraffine Works. | Tank | 192 | $\frac{1}{4}$ | 1 44 |
| Pennsylvania Tank Line. | Tank | 6,479 | $\frac{1}{4}$ | 48 57 |
| Pennscola Tar and Turpentine Co. | Tank | 52,662 | $\frac{1}{4}$ | 394 95 |
| Peoples Cotton Oil Co. | Box | 5,023 | 3-5 | 30 14 |
| Philadelphia Quarts Co. | Tank | 7,344 | $\frac{1}{4}$ | 55 07 |
| Pittsburg and Buffalo Co. | Coal | 7,937 | 3-5 | 47 60 |
| Pittsburgh Oil and Refining Co. | Tank | 3,060 | $\frac{1}{4}$ | 22 94 |
| Portsmouth Cotton Oil Refining Corp. | Tank | 5,635 | $\frac{1}{4}$ | 42 26 |
| Proctor & Gamble Co. | Tank | 1,286,387 | $\frac{1}{4}$ | 9,647 90 |
| Refrigerator Transit Co. | Ref. | 7,514 | $\frac{1}{4}$ | 56 35 |
| Roby Tank Line. | Tank | 62,463 | $\frac{1}{4}$ | 468 47 |
| Rock Hill Buggy Co. | Box | 646 | 3-5 | 3 87 |
| St. Louis Ind. Packing Co. | Ref. | 75,123 | $\frac{1}{4}$ | 563 39 |
| St. Louis Refrigerator Car Co. | Ref. | 158,706 | $\frac{1}{4}$ | 1,190 27 |
| Sandoval Zinc Co. | Tank | 3,542 | $\frac{1}{4}$ | 25 65 |
| Santa Fe Refrigerator Despatch. | Ref. | 294,923 | $\frac{1}{4}$ | 2,211 92 |
| Sayers Tank Line. | Tank | 10,362 | $\frac{1}{4}$ | 77 71 |
| Schenk & Sons Co., F. | Ref. | 4,720 | $\frac{1}{4}$ | 35 40 |
| Seaboard Refining Co. | Tank | 1,219 | $\frac{1}{4}$ | 9 12 |
| Shippers Ref. Car Co. | Ref. | 19,091 | $\frac{1}{4}$ | 143 18 |
| Shuman Spring Co. | Tank | 7,480 | $\frac{1}{4}$ | 56 07 |
| Smith Roof. and Cont. Co. O. A. | Tank | 457 | $\frac{1}{4}$ | 3 43 |
| Solar Trans. Co. | Ref. | 14,661 | $\frac{1}{4}$ | 109 95 |
| Solway Process Co. | Tank | 167,290 | $\frac{1}{4}$ | 1,254 66 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars—Continued.

| CARS USED | | | COMPENSATION | |
|---|-------------------------------|------------------|---------------|---------------|
| NAME OF OWNER | Description | Number Car-miles | Rate | Amount |
| Southern Bitulithic Co. | Tank | 10,353 | $\frac{3}{4}$ | \$ 77 62 |
| Southern Cotton Oil Co. | Tank | 65,855 | $\frac{3}{4}$ | 493 88 |
| Southern Extract Co. | Tank | 66,144 | $\frac{3}{4}$ | 496 06 |
| Southern Tank Car Line | Tank | 25,957 | $\frac{3}{4}$ | 194 68 |
| Steger & Sons Piano Line | Box | 4,125 | 3-5 | 24 75 |
| Stern & Sons, Jos. | Stock | 96 | 3-5 | 87 |
| Streets West. Stable Car Line | Stock | 318,154 | 3-5 | 1,908 89 |
| Sugar Planters S. & D. Co. | Tank | 57,830 | $\frac{3}{4}$ | 433 70 |
| Superior Oil Works | Tank | 988 | $\frac{3}{4}$ | 7 40 |
| Swift & Company | Ref. | 2,092,855 | $\frac{3}{4}$ | 15,696 40 |
| Swift & Company | Tank | 32,446 | $\frac{3}{4}$ | 243 33 |
| Swift & Company | Stock | 16,786 | 3-5 | 100 70 |
| Swift & Company | Box | 61,967 | 3-5 | 371 77 |
| Texas Co. | Tank | 28,718 | $\frac{3}{4}$ | 215 36 |
| Union Ref. Transit Co. | Ref. | 1,902,367 | $\frac{3}{4}$ | 14,267 73 |
| Union Tank Line Co. | Tank | 2,080,521 | $\frac{3}{4}$ | 15,603 89 |
| United Coal Co. | Coal | 3,042 | 3-5 | 18 25 |
| United Zinc and Chemical Co. | Tank | 1,264 | $\frac{3}{4}$ | 9 48 |
| Venice Transportation Co. | Flat | 10,070 | 3-5 | 60 41 |
| Victor Cotton Oil Co. | Tank | 692 | $\frac{3}{4}$ | 5 19 |
| Virginia Carolina Chemical Co. | Tank | 424 | $\frac{3}{4}$ | 3 18 |
| Virginia Tank Car Corporation | Tank | 433 | $\frac{3}{4}$ | 3 25 |
| Walsh, Jno. R. | Tank | 11,557 | $\frac{3}{4}$ | 86 68 |
| Warren Bros. Co. | Tank | 262 | $\frac{3}{4}$ | 1 96 |
| Watauga Extract Co. | Tank | 20,192 | $\frac{3}{4}$ | 151 41 |
| Waters Pierce Oil Co. | Tank | 280 | $\frac{3}{4}$ | 2 08 |
| Waverly Oil Co. | Tank | 1,396 | $\frac{3}{4}$ | 10 47 |
| Western Heater Despatch | Heater | 83,244 | $\frac{3}{4}$ | 624 31 |
| Western Live Stock Express Co. | Stock | 621,455 | 3-5 | 3,728 70 |
| Western Packing and Prov. Co. | Ref. | 310 | $\frac{3}{4}$ | 2 32 |
| Western Refrigerator Despatch | Ref. | 2,390 | $\frac{3}{4}$ | 17 92 |
| White City Ref. Despatch | Ref. | 54,099 | $\frac{3}{4}$ | 405 71 |
| Wilbourne Oil Works | Tank | 2,142 | $\frac{3}{4}$ | 16 06 |
| Winkler & Bro., Isaac | Tank | 483 | $\frac{3}{4}$ | 3 62 |
| Wolff Refrigerator Express | Ref. | 1,240 | $\frac{3}{4}$ | 9 30 |
| Wood Products Co. | Tank | 318 | $\frac{3}{4}$ | 2 38 |
| Zehner Bros. Packing Co. | Ref. | 5,342 | $\frac{3}{4}$ | 40 06 |
| | Car days | | | |
| Pullman Company | Sleeping (coach ser- vice) | 16.16 | \$12 50 | 202 02 |
| Pullman Company | | 7 00 | 5 00 | 35 00 |
| Total credits | | 29,821,835 | | \$ 221,710 03 |
| Less charges account over-credits in pre- vious years: | | | | |
| Allen Sons Co., N. R. | Tank | 612 | $\frac{3}{4}$ | 4 59 |
| Cupples, W. W. Co. | Box | 3,621 | 3-5 | 21 73 |
| Larkin Co. | Tank | 1,908 | $\frac{3}{4}$ | 14 31 |
| Lewis Manufacturing Co., F. J. | Tank | 1,701 | $\frac{3}{4}$ | 12 76 |
| Luts & Schramm | Tank | 374 | $\frac{3}{4}$ | 2 81 |
| Gulf and Valley Cotton Oil Co. | Tank | 9,781 | $\frac{3}{4}$ | 73 36 |
| Total debits | | 17,997 | | \$ 129 56 |
| Total amount payable | | 29,803,838 | | \$ 221,580 47 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|-------------------------------------|-----------------|-----------------|
| Equipment leased | \$ 84,315 85 | \$ 59,770 75 |
| Equipment interchanged | 2,444,371 76 | 2,634,066 83 |
| Private cars | | 221,580 47 |
| Total | \$ 3,528,687 61 | \$ 2,905,418 05 |
| Balance, as shown in income account | 632,269 56 | |

RAILWAY TAX ACCRUALS,

| STATE OR TERRITORY | AD VALOREM TAX | | SPECIFIC TAX | | | On Property Owned, not Used in Operation and Miscellaneous | Internal Revenue U. S. Gov- ernment | TOTAL |
|--|---|--|--|---|--|---|--|-----------------|
| | On the Value of Real and Personal Property | On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or Other Results of Operation | On Stocks, Bonds, etc. Loans, etc. | On Gross or Net Earnings, Revenue or Dividends | On Traffic or some Physi- cal Quality of Property Operated, or on Privilege | | | |
| Alabama..... | \$ 353,880 61 | \$ 102,145 96 | | | \$ 9,698 21 | | | \$ 485,731 77 |
| Florida..... | 68,571 64 | | | | 3,128 25 | | | 68,999 89 |
| Georgia..... | 28,787 97 | | | | | | | 28,867 97 |
| Illinois..... | 60,662 96 | | \$ 100 00 | | | | | 60,662 96 |
| Indiana..... | 40,569 58 | | | | | | | 40,569 58 |
| Kentucky..... | 407,022 68 | 144,867 81 | | | | \$ 12,000 00 | | 563,890 49 |
| Louisiana..... | 41,781 12 | | | | 3,800 43 | | | 41,781 12 |
| Mississippi..... | 38,891 40 | | | | | | | 42,691 83 |
| Missouri..... | 2,272 72 | | | | 39 48 | | | 2,272 72 |
| North Carolina..... | 971 81 | | | | 10 00 | | | 1,011 29 |
| Ohio..... | 5,779 20 | | | | | | | 5,779 20 |
| Tennessee..... | 263,537 10 | | 25 00 | \$ 7,147 28 | | | | 263,537 10 |
| Virginia..... | 25,300 20 | | | | | | | 32,672 48 |
| Income Tax, United States Government..... | | | | | | | \$ 143,157 80 | 143,157 80 |
| Total..... | \$1,335,507 99 | \$ 247,013 76 | \$ 125 00 | \$ 7,147 28 | \$ 16,674 37 | \$ 12,000 00 | \$ 143,157 80 | \$ 1,761,626 20 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

| BONDED DEBT. | | |
|--|-----------------|-------------------|
| Bonded debt, June 30, 1912, total issue..... | | \$ 155,195,500 00 |
| BONDS ISSUED: | | |
| Unified fifty-year 4 per cent. gold..... | \$ 529,000 00 | |
| Atlanta, Knoxville and Cincinnati division 4 per cent. gold..... | 1,157,000 00 | |
| Equipment, series "A" 5 per cent. gold..... | 6,500,000 00 | |
| Madisonville, Hartford and Eastern Railroad first mortgage 5 per cent..... | 1,815,839 94 | |
| | | \$10,001,839 94 |
| Lexington and Eastern Railway general mortgage..... | | 32,000 00 |
| | | \$10,033,839 94 |
| BONDS DRAWN FOR SINKING FUNDS: | | |
| REDEEMED: | | |
| Evansville, Henderson and Nashville division gold..... | \$106,000 00 | |
| General mortgage gold..... | 495,000 00 | |
| Pensacola and Atlantic Railroad first mortgage gold..... | 89,000 00 | |
| Pensacola division first mortgage gold..... | 25,000 00 | |
| | \$ 715,000 00 | |
| Evansville, Henderson and Nashville division gold..... | \$ 4,000 00 | |
| General mortgage..... | 61,000 00 | |
| Pensacola and Atlantic Railroad first mortgage gold..... | 2,000 00 | |
| Henderson Bridge Company first mortgage gold..... | 2,000 00 | |
| | 69,000 00 | 784,000 00 |
| Net increase over last year..... | | 9,249,839 94 |
| Bonded debt, June 30, 1913, total issue. (See balance sheet)..... | | \$ 164,445,339 94 |
| LESS: | | |
| Bonds owned: | | |
| In treasury..... | \$ 9,264,339 94 | |
| Deposited in trusts as collateral..... | 3,929,000 00 | |
| Held in sinking funds..... | 962,000 00 | |
| | | 14,155,339 94 |
| Total outstanding bonded debt in hands of public, June 30, 1913..... | | \$ 150,290,000 00 |
| Total outstanding bonded debt in hands of public, June 30, 1912..... | | 136,078,500 00 |
| Increase in bonds outstanding in hands of public..... | | \$ 14,211,500 00 |
| Accounted for as follows: | | |
| BONDS SOLD: | | |
| Unified fifty-year 4 per cent. gold..... | \$ 4,000,000 00 | |
| Atlanta, Knoxville and Cincinnati division 4 per cent. gold..... | 4,500,000 00 | |
| Equipment, series "A" 5 per cent. gold..... | 6,500,000 00 | |
| | | \$15,000,000 00 |
| Lexington and Eastern Railway general mortgage..... | | 32,000 00 |
| Louisville and Nashville-Southern, Monon Collateral, joint bonds—Southern Railway Company's liability for one-half of bonds owned, transferred in treasury to "Marketable Securities"..... | | 15,500 00 |
| | | \$15,047,500 00 |
| DEDUCT: | | |
| Bonds drawn for sinking funds, including redeemed and unredeemed bonds..... | \$ 784,000 00 | |
| Bonds purchased for sinking funds..... | 56,000 00 | |
| | \$ 840,000 00 | |
| Less: | | |
| Bonds withdrawn from treasury and cancelled for sinking funds..... | 4,000 00 | |
| | | 836,000 00 |
| Increase as shown above..... | | 14,211,500 00 |

CAPITAL STOCK.

On October 2, 1912, the stockholders authorized an increase in the capital stock to seventy-two million (\$72,000,000.00) dollars. The privilege of subscribing to the additional stock, amounting to twelve million (\$12,000,000.00) dollars, was offered to the stockholders, and on June 30, 1913, the par value of the total number of full shares issued of the amount authorized was eleven million, nine hundred and sixty-one thousand, three hundred (\$11,961,300.00) dollars, making the par value of the full shares outstanding on this date seventy-one million, eight hundred and seventy-eight thousand, five hundred (\$71,878,500.00) dollars.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|-------------------|---|------------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 139,471,342 11 | Road..... | \$139,471,342 11 | |
| 36,072,004 83 | Equipment..... | 36,072,004 83 | |
| | Investment since June 30, 1907: | | |
| 15,233,821 49 | Road..... | 23,939,463 69 | \$ 8,705,642 20 |
| 7,752,812 05 | Equipment..... | 11,392,528 62 | 3,639,716 57 |
| 25,403 04 | General expenditures..... | 25,431 04 | 28 00 |
| | | | |
| \$ 196,555,383 52 | Reserve for accrued depreciation—Cr.... | \$210,900,770 29 | \$ 12,345,386 77 |
| 21,130,891 69 | | 22,963,377 05 | 1,832,485 36 |
| \$ 177,424,491 83 | Total..... | \$187,937,393 24 | \$ 10,512,901 41 |
| | <i>II. Securities:</i> | | |
| | Securities of proprietary, affiliated and controlled companies—Pledged: | | |
| \$ 250,728 48 | Stocks..... | \$ 250,728 48 | |
| 1,200,000 00 | Funded debt..... | 1,200,000 00 | |
| 7,079,000 00 | Securities issued or assumed—Pledged: | 3,929,000 00 | \$ *3,150,000 00 |
| | Funded debt..... | | |
| 2,179,255 90 | Securities of proprietary, affiliated and controlled companies—Unpledged: | | |
| 725,000 00 | Stocks..... | 3,094,488 90 | 915,233 00 |
| | Funded debt..... | 1,900,282 83 | 1,175,282 83 |
| | Miscellaneous..... | 172,276 00 | 172,276 00 |
| \$ 11,433,984 38 | Total..... | \$ 10,546,776 21 | \$ *887,208 17 |
| | <i>III. Other Investments:</i> | | |
| | Advances to proprietary, affiliated and controlled companies for construction: | | |
| \$ 7,992,897 13 | Equipment and betterments..... | \$ 14,539,862 10 | \$ 6,546,964 97 |
| | Miscellaneous investments: | | |
| 2,540,213 40 | Physical property..... | 2,890,490 10 | 350,266 70 |
| 11,361,577 37 | Securities—Pledged..... | 14,662,477 37 | 3,300,900 00 |
| 6,399,612 17 | Securities—Unpledged..... | 3,679,817 59 | *2,719,794 58 |
| \$ 28,294,300 07 | Total..... | \$ 35,772,637 16 | \$ 7,478,337 09 |
| | WORKING ASSETS | | |
| \$ 11,085,960 66 | Cash..... | \$ 14,514,407 97 | \$ 3,428,447 31 |
| | Securities issued or assumed—Held in treas- ury: | | |
| 11,133,000 00 | Funded debt..... | 9,264,339 94 | *1,868,660 06 |
| 8,561,961 03 | Marketable securities: | | |
| 373,435 96 | Funded debt..... | 10,686,725 99 | 2,124,744 96 |
| 484,921 32 | Loans and bills receivable..... | 423,537 11 | *149,898 75 |
| 1,024,260 16 | Traffic and car service balances due from other companies..... | 548,454 78 | 63,533 46 |
| 2,536,321 37 | Net balance due from agents and conductors..... | 1,189,385 32 | 165,126 16 |
| 5,326,546 56 | Miscellaneous accounts receivable..... | 3,733,020 61 | 1,193,499 24 |
| 151,916 67 | Materials and supplies..... | 7,183,109 13 | 1,856,562 57 |
| | Other working assets..... | | *151,916 67 |
| \$ 40,881,543 63 | Total..... | \$ 47,542,980 85 | \$ 6,661,437 22 |
| | ACCRUED INCOME NOT DUE | | |
| \$ 182,001 00 | Unmatured interest, dividends and rents receivable..... | \$ 149,993 33 | \$ *32,007 67 |
| | DEFERRED DEBIT ITEMS | | |
| \$ 4,294,540 10 | Advances: | | |
| 40,703 27 | Temporary advances to proprietary, affil- iated and controlled companies..... | \$ 4,849,628 24 | \$ *1,444,911 86 |
| 862,135 59 | Working funds..... | 39,460 31 | *1,244 96 |
| 960,589 85 | Special deposits..... | 5,206,085 54 | 4,343,949 65 |
| 1,134,740 77 | Cash and securities in sinking and redemp- tion funds..... | 1,020,263 19 | 59,723 34 |
| | Other deferred debit items..... | 1,658,543 62 | 523,802 85 |
| \$ 9,292,661 88 | Total..... | \$ 12,799,233 48 | \$ 3,506,571 60 |
| \$ 267,508,982 79 | Grand total..... | \$294,749,014 27 | \$ 27,240,031 48 |

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|-------------------|---|------------------|-------------------------|
| Amount | LIABILITIES | Amount | |
| | STOCK | | |
| \$ 60,000,000 00 | Common stock..... | \$ 71,961,300 00 | \$ 11,961,300 00 |
| | Receipts outstanding for installments paid.. | 2,500 00 | 2,500 00 |
| \$ 60,000,000 00 | Total..... | \$ 71,963,800 00 | \$ 11,963,800 00 |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 18,662,000 00 | Mortgage bonds held by company..... | \$ 13,715,839 94 | \$ *4,946,160 06 |
| 124,874,000 00 | Mortgage bonds not held by company..... | 132,570,000 00 | 7,696,000 00 |
| 455,000 00 | Collateral trust bonds held by company.... | 439,500 00 | *15,500 00 |
| 10,587,500 00 | Collateral trust bonds not held by company.. | 10,603,000 00 | 15,500 00 |
| 24,657 00 | Plain bonds, debentures and notes not held by company..... | 23,257 00 | *1,400 00 |
| | Equipment trust obligations not held by company..... | 6,500 00 00 | 6,500,000 00 |
| 617,000 00 | Miscellaneous funded obligations not held by company..... | 617,000 00 | |
| \$ 155,220,157 00 | Total..... | \$164,468,596 94 | \$ 9,248,439 94 |
| | WORKING LIABILITIES | | |
| \$ 272,570 81 | Traffic and car service balances due to other companies..... | \$ 287,989 45 | \$ 15,418 64 |
| 4,971,958 74 | Audited vouchers and wages unpaid..... | 5,627,708 54 | 655,749 80 |
| 120,926 79 | Miscellaneous accounts payable..... | 497,318 17 | 376,391 38 |
| 1,812,005 71 | Matured interest, dividends and rents unpaid | 1,893,428 83 | 81,423 12 |
| 66,000 00 | Matured mortgage, bonded and secured debt unpaid..... | 80,000 00 | 14,000 00 |
| 279,949 26 | Other working liabilities..... | 768,401 44 | 488,452 18 |
| \$ 7,523,411 31 | Total..... | \$ 9,154,846 43 | \$ 1,631,435 12 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 2,883,096 37 | Unmatured interest, dividends and rents payable..... | \$ 3,350,444 91 | \$ 467,348 54 |
| 943,184 15 | Taxes accrued..... | 855,063 88 | *88,060 27 |
| \$ 3,826,280 52 | Total..... | \$ 4,205,538 79 | \$ 379,258 27 |
| | DEFERRED CREDIT ITEMS | | |
| \$ 471,593 19 | Operating reserves..... | \$ 396,754 65 | \$ *74,838 54 |
| †597,694 45 | Other deferred credit items..... | 1,298,884 19 | 701,189 74 |
| \$ 1,069,287 64 | Total..... | \$ 1,695,638 84 | \$ 626,351 20 |
| | APPROPRIATED SURPLUS | | |
| \$ 2,281,569 53 | Additions to property since June 30, 1907, through income..... | \$ 2,356,039 41 | \$ 74,469 88 |
| 324,875 67 | Invested in sinking and redemption funds... | 405,289 01 | 80,413 34 |
| †165,692 32 | Not specifically invested..... | 160,683 77 | *5,008 55 |
| \$ 2,772,137 52 | Total..... | \$ 2,922,012 19 | \$ 149,874 67 |
| | PROFIT AND LOSS | | |
| \$ 137,097,708 80 | Balance..... | \$ 40,338,581 08 | \$ 3,240,872 28 |
| \$ 267,506,982 79 | Grand total..... | \$294,749,014 27 | \$ 27,240,031 48 |

†The amount of \$165,692.32, was included in account operating reserves in this company's report to the Interstate Commerce Commission in error, and for proper comparison is now included in account.

†See letter of Mr. Chas. Haydon, comptroller, addressed to Mr. N. J. Meyers, statistician, Interstate Commerce Commission, under date of June 25, 1913, authorizing a change in profit and loss balance from \$37,095,000.72, to \$37,097,708.80 and a change in account from \$600,402.53 to \$597,694.45.

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 423,750 | 476,554 | 900,304 | 2.80 |
| Flour..... | 122,194 | 155,443 | 277,637 | .86 |
| Other mill products..... | 118,972 | 123,439 | 242,411 | .75 |
| Hay..... | 52,558 | 74,220 | 126,778 | .40 |
| Tobacco..... | 153,936 | 17,483 | 171,419 | .53 |
| Cotton..... | 122,370 | 36,189 | 158,559 | .49 |
| Fruit and vegetables..... | 91,787 | 314,435 | 406,222 | 1.26 |
| Other products of agriculture..... | 199,209 | 78,982 | 278,191 | .86 |
| Total..... | 1,284,776 | 1,276,745 | 2,561,521 | 7.95 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 305,002 | 87,859 | 392,861 | 1.22 |
| Dressed meats..... | 2,193 | 13,011 | 15,204 | .05 |
| Other packing-house products..... | 13,796 | 68,227 | 82,023 | .25 |
| Poultry, game and fish..... | 12,609 | 6,130 | 18,739 | .06 |
| Wool..... | 1,837 | 464 | 2,301 | .01 |
| Hides and leather..... | 6,264 | 7,577 | 13,841 | .04 |
| Other products of animals..... | 18,066 | 3,904 | 21,970 | .07 |
| Total..... | 359,767 | 187,172 | 546,939 | 1.70 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | 2,003 | 16,571 | 18,574 | .06 |
| Bituminous coal..... | 11,191,251 | 177,829 | 11,369,080 | 35.26 |
| Coke..... | 1,276,095 | 34,905 | 1,311,000 | 4.07 |
| Ores..... | 4,478,494 | 75,811 | 4,554,305 | 14.13 |
| Stone, sand and other like articles..... | 1,861,089 | 126,246 | 1,987,335 | 6.16 |
| Other products of mines..... | 475,268 | 58,939 | 534,207 | 1.65 |
| Total..... | 19,284,200 | 490,301 | 19,774,501 | 61.33 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 1,541,829 | 463,455 | 2,005,284 | 6.22 |
| Other products of forests..... | 954,888 | 235,291 | 1,190,179 | 3.69 |
| Total..... | 2,496,717 | 698,746 | 3,195,463 | 9.91 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 62,997 | 143,341 | 206,338 | .64 |
| Sugar..... | 33,193 | 55,588 | 88,781 | .28 |
| Naval stores..... | 158,825 | 28,439 | 187,264 | .58 |
| Iron, pig and bloom..... | 590,899 | 64,818 | 655,717 | 2.03 |
| Iron and steel rails..... | 109,283 | 26,481 | 135,764 | .42 |
| Other castings and machinery..... | 147,154 | 121,832 | 268,986 | .84 |
| Bar and sheet metal..... | 62,227 | 72,484 | 134,711 | .42 |
| Cement, brick and lime..... | 421,076 | 249,230 | 670,306 | 2.08 |
| Agricultural implements..... | 11,758 | 15,073 | 26,831 | .08 |
| Wagons, carriages, tools, etc..... | 10,614 | 23,191 | 33,805 | .10 |
| Wines, liquors and beers..... | 96,784 | 41,433 | 138,217 | .43 |
| Household goods and furniture..... | 10,366 | 6,428 | 16,794 | .05 |
| Other manufactures..... | 848,135 | 539,630 | 1,387,765 | 4.30 |
| Total..... | 2,563,311 | 1,387,968 | 3,951,279 | 12.25 |
| Merchandise..... | 1,442,750 | 442,970 | 1,885,720 | 5.85 |
| Miscellaneous: Other commodities not men- tioned above..... | 190,441 | 135,870 | 326,311 | 1.01 |
| Total tonnage..... | 27,621,962 | 4,619,772 | 32,241,734 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | FREIGHT ORIGINATING ON THIS ROAD | | Freight Received from Con- necting Roads and Other Carriers | TOTAL FREIGHT TON- NAGE | |
|--|-------------------------------------|--------------------------------|--|----------------------------|-----------|
| | Delivered to Consignee | Delivered to Other Carriers | | Whole Tons | Per Cent. |
| | Whole Tons | Whole Tons | Whole Tons | | |
| <i>Products of Agriculture:</i> | | | | | |
| Grain..... | 212 | ----- | ----- | 212 | .32 |
| Flour..... | 69 | ----- | ----- | 69 | .10 |
| Other mill products..... | ----- | ----- | 24 | 24 | .04 |
| Hay..... | 307 | 23 | ----- | 330 | .50 |
| Fruit and vegetables..... | 22 | 6 | ----- | 28 | .04 |
| Other products of agriculture..... | 72 | ----- | ----- | 72 | .11 |
| Total..... | 682 | 29 | 24 | 735 | 1.11 |
| <i>Products of Animals:</i> | | | | | |
| Live stock..... | 116 | 508 | 9 | 633 | .95 |
| Other packing-house products..... | 9 | ----- | ----- | 9 | .01 |
| Poultry, game and fish..... | 9 | ----- | ----- | 9 | .01 |
| Hides and leather..... | 172 | ----- | 117 | 289 | .44 |
| Total..... | 306 | 508 | 126 | 940 | 1.41 |
| <i>Products of Mines:</i> | | | | | |
| Bituminous coal..... | 25,078 | 43 | 1,261 | 26,382 | 39.68 |
| Coke..... | 155 | 102 | ----- | 257 | .39 |
| Stone, sand and other like ar- ticles..... | 88 | ----- | 44 | 132 | .20 |
| Total..... | 25,321 | 145 | 1,305 | 26,771 | 40.27 |
| <i>Products of Forests:</i> | | | | | |
| Lumber..... | 3,396 | 537 | 289 | 4,222 | 6.35 |
| Other products of forests..... | 12,204 | 19 | 7,542 | 19,765 | 29.73 |
| Total..... | 15,600 | 556 | 7,831 | 23,987 | 36.08 |
| <i>Manufactures:</i> | | | | | |
| Petroleum and other oils..... | 14 | ----- | 13 | 27 | .04 |
| Sugar..... | 9 | ----- | ----- | 9 | .01 |
| Iron, pig and bloom..... | ----- | ----- | 34 | 34 | .05 |
| Iron and steel rails..... | 149 | ----- | 67 | 216 | .33 |
| Other castings and machinery..... | 115 | 6 | 5 | 126 | .19 |
| Cement, brick and lime..... | 2,763 | 59 | 414 | 3,236 | 4.87 |
| Agricultural implements..... | ----- | ----- | 14 | 14 | .02 |
| Wagons, carriages, tools, etc..... | ----- | ----- | 15 | 15 | .02 |
| Household goods and furniture..... | 85 | 10 | 46 | 141 | .21 |
| Other manufactures..... | 1,303 | 67 | 152 | 1,522 | 2.29 |
| Total..... | 4,438 | 142 | 760 | 5,340 | 8.03 |
| Merchandise..... | 7,709 | 137 | 460 | 8,306 | 12.50 |
| Miscellaneous: Other commo- dities not mentioned above..... | 367 | 10 | 21 | 398 | .60 |
| Total tonnage—State..... | 54,423 | 1,527 | 10,527 | 66,477 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton, Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|--|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 885,148 | 186,408,743 | 1,327,480 | ----- | 7.12 |
| Hay..... | 123,254 | 37,420,461 | 318,544 | ----- | 8.51 |
| Cotton..... | 118,730 | 27,209,388 | 464,555 | 1 | 7.07 |
| Live stock..... | 382,882 | 55,121,542 | 915,487 | 1 | 6.61 |
| Dressed meats..... | 15,153 | 3,709,800 | 50,688 | 1 | 3.66 |
| Anthracite coal..... | 18,570 | 2,212,352 | 14,016 | ----- | 6.34 |
| Bituminous coal..... | 11,230,587 | 1,799,523,222 | 8,569,666 | ----- | 4.76 |
| Lumber..... | 1,955,708 | 580,970,570 | 3,728,392 | ----- | 6.41 |

REPORT STATE CORPORATION COMMISSION

MILEAGE—ENTIRE LINE.
Mileage of Road Operated (All Tracks.)

| LINE IN USE | LINE OWNED | | Line of Proprietary Companies | Line Operated Under Lease | Line Operated Under Contract, etc. | Line Operated Under Trackage Rights | Total Mileage Operated | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|-------------------------------|---------------------------|------------------------------------|-------------------------------------|------------------------|----------------------------------|-------|----------|
| | Main Line | Branches and Spurs | | | | | | | Iron | Steel |
| Miles of single track..... | 2,672.94 | 924.64 | 753.64 | 119.05 | 221.93 | 226.21 | 4,923.36 | 30.15 | .61 | 4,996.54 |
| Miles of second track..... | 194.92 | 3.71 | 152.80 | 84 | 52.90 | 7.53 | 259.86 | 81.84 | ----- | 252.37 |
| Miles of yard track and sidings..... | 1,092.63 | 217.10 | 166.53 | 39.77 | 173.84 | 247.10 | 1,843.97 | 93.45 | ----- | 1,601.87 |
| Total mileage operated (all tracks)..... | 3,870.49 | 1,141.74 | 928.88 | 159.66 | 450.52 | 480.84 | 7,032.13 | 205.45 | .61 | 6,550.68 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | | | |
|--|----------|--------|--------|--------|--------|--------|----------|-------|-------|----------|
| Alabama..... | 604.30 | 314.91 | 71.24 | 26.12 | 200.46 | 74.25 | 1,291.28 | 21.28 | .61 | 1,216.42 |
| Florida..... | 216.75 | 28.70 | ----- | ----- | ----- | .90 | 246.35 | ----- | ----- | 245.45 |
| Georgia..... | 155.24 | 10.37 | ----- | ----- | ----- | 93.43 | 258.94 | ----- | ----- | 165.51 |
| Illinois..... | ----- | ----- | 179.17 | ----- | ----- | 1.20 | 180.37 | ----- | ----- | 179.17 |
| Indiana..... | 9.57 | ----- | 28.53 | ----- | ----- | ----- | 38.10 | ----- | ----- | 38.10 |
| Kentucky..... | 932.91 | 365.52 | 457.64 | ----- | 21.42 | 23.65 | 1,801.14 | 9.83 | ----- | 1,777.49 |
| Louisiana..... | 38.19 | ----- | 4.96 | ----- | ----- | ----- | 43.15 | ----- | ----- | 43.15 |
| Mississippi..... | 73.74 | ----- | ----- | ----- | ----- | ----- | 73.74 | ----- | ----- | 73.74 |
| Missouri..... | ----- | 13.20 | ----- | ----- | ----- | 2.75 | 73.74 | ----- | ----- | 73.74 |
| North Carolina..... | ----- | ----- | ----- | ----- | ----- | ----- | 13.20 | ----- | ----- | 13.20 |
| Ohio..... | 36 | ----- | ----- | ----- | ----- | 1.04 | 1.40 | ----- | ----- | .36 |
| Tennessee..... | 575.77 | 190.65 | 17.10 | 92.93 | ----- | 15.65 | 891.50 | ----- | ----- | 875.86 |
| Virginia..... | 66.11 | 1.99 | ----- | ----- | ----- | 13.34 | 81.44 | ----- | ----- | 68.10 |
| Total mileage operated (single track)..... | 2,672.94 | 924.64 | 753.64 | 119.05 | 221.93 | 226.21 | 4,923.36 | 30.15 | .61 | 4,996.54 |

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Constructed During Year | RAILS | | REMARKS |
|---|------------|--------------------|---------------------|----------------------------------|-------|----------|--|
| | Main Line | Branches and Spurs | | | Iron | Steel | |
| Alabama..... | 604.30 | 314.91 | 919.21 | .38 | .61 | 918.00 | "Line Owned" includes mileage operated by: |
| Florida..... | 216.75 | 28.70 | 245.45 | | | 245.45 | Illinois Central Ry..... 20.71 |
| Georgia..... | 162.86 | 10.27 | 172.63 | | | 172.63 | N. C. & St. L. Ry..... 264.20 |
| Indiana..... | 9.57 | | 9.57 | 2.55 | | 9.57 | and Atlanta connection oper- |
| Kentucky..... | 932.91 | 435.63 | 1,368.54 | | | 1,368.54 | ates as a side track..... 7.12 |
| Louisiana..... | 38.19 | | 38.19 | | | 38.19 | |
| Mississippi..... | 73.74 | | 73.74 | | | 73.74 | |
| North Carolina..... | | 13.20 | 13.20 | | | 13.20 | |
| Ohio..... | .36 | | .36 | | | .36 | |
| Tennessee..... | 575.77 | 394.85 | 970.62 | | | 970.62 | |
| Virginia..... | 66.11 | 1.99 | 68.10 | | | 68.10 | |
| Total mileage owned (single track)..... | 2,680.06 | 1,199.55 | 3,879.61 | 2.93 | .61 | 3,879.00 | |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|--|-------------------|---------|--------|---------|
| | TRAINMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Coupling or uncoupling..... | ----- | 2 | ----- | 2 |
| Falling from trains, locomotives, or cars..... | ----- | 1 | ----- | 1 |
| Other causes..... | 1 | 4 | 1 | 4 |
| Total..... | 1 | 7 | 1 | 7 |

Average number employed during year: Trainmen, 73; stationmen, 34; shopmen, 15; trackmen, 75; telegraph employees, 14; other employees, 12; total, 223.

| KIND OF ACCIDENT | OTHER PERSONS | | | |
|---|---------------|---------|--------|---------|
| | TRESPASSING | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Jumping on or off trains, locomotives, or cars..... | ----- | 1 | ----- | 1 |
| Struck by trains, locomotives, or cars— At points along track..... | 1 | 1 | 1 | 1 |
| Total..... | 1 | 2 | 1 | 2 |

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | |
|-----------------------------|-------------------|---------|-----------------|---------|--------|---------|
| | TRACKMEN | | OTHER EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured |
| Handling supplies, etc..... | ----- | 2 | ----- | ----- | ----- | 2 |
| Other causes..... | ----- | 1 | ----- | 1 | ----- | 2 |
| Total..... | ----- | 3 | ----- | 1 | ----- | 4 |

| SUMMARY | | | | TOTAL | |
|------------------------|--|--|--|--------|---------|
| | | | | Killed | Injured |
| TABLE A: | | | | ----- | ----- |
| Railway employees..... | | | | 1 | 7 |
| Other persons..... | | | | 1 | 2 |
| TABLE B: | | | | ----- | ----- |
| Railway employees..... | | | | ----- | 4 |
| Grand total..... | | | | 2 | 13 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|--|-------------|-------|------------------|---|-------------------------------------|----------------------------------|--------|---------------------------|--|--------|----------------------------|---|
| From | To | Miles | Number of Curves | Miles Aggregate Length of Curved Line | Miles Length of Straight Line | Length of Level Line Miles | Number | Sum of Ascents Feet | Miles Aggregate Length of Ascending Grades | Number | Sum of Descents Feet | Miles Aggregate Length of Descending Grades |
| Cumberland Valley Division: State line, Tenn.-Va. Pennington, Va. | Norton, Va. | 66.11 | 172 | 20.14 | 45.97 | 5.38 | 24 | 1,782.00 | 40.58 | 19 | 888.00 | 20.15 |
| | Pocket, Va. | 1.99 | 7 | .82 | 1.17 | ----- | 2 | 96.00 | 1.57 | 1 | 7.00 | .42 |
| | Total | 68.10 | 179 | 20.96 | 47.14 | 5.38 | 26 | 1,878.00 | 42.15 | 20 | 895.00 | 20.57 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|-----------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| BRIDGES: | | | | | | |
| Iron..... | 15 | 1,585 | 16 | 480 | | |
| Trestles..... | 14 | 1,032 | 13 | 229 | | |
| Tunnels..... | 6 | 3,382 | 50 | 2,224 | | |
| OVERHEAD HIGHWAY CROSSINGS: | | | | | | |
| Bridges..... | 5 | | | | 20 | --- |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | |
| Bridges..... | 2 | | | | 19 | 3 |
| Tunnels..... | 6 | | | | 19 | 2 |

Gauge of track—4 feet, 8½ inches; 68.10 miles.

TELEGRAPH.

Owned by Company Making this Report.

| TOTAL | | OPERATED BY THIS COMPANY | |
|--|---------------|--|---------------|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire |
| L. & N. wires strung on Western Union Telegraph Co's poles..... | 81 | L. & N. wires strung on Western Union Telegraph Co's poles..... | 81 |

Owned by Another Company, but Located on Property of Road Making this Report

Owned and operated by the Western Union Telegraph Company, concerning which property this company has no data.

Marion and Rye Valley Railway Company

HISTORY.

Exact name of common carrier making this report—Marion and Rye Valley Railway Company.

Date of organization—May 10, 1900.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Original charter, Virginia, December 17, 1891, Acts of Assembly, 1891-92; amended charter, Virginia, February 16, 1896; Acts of Assembly, chapter 427, page 456.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—Marion and Rye Valley Railroad Company, original charter, Virginia, December, 1891, Acts of Assembly, 1891-92.

What carrier operates the road of this company?—Reorganized as Marion and Rye Valley Railway Company, under section 1234 of the Code of Virginia.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|---------------------|-----------------------------|------------------------------------|
| J. C. Campbell..... | Marion, Va..... | } Third Saturday, July 13. |
| B. F. Buchanan..... | Marion, Va..... | |
| L. A. Amaler..... | Marion, Va..... | |
| H. B. Jeffrey..... | Marion, Va..... | |
| C. H. Muler..... | Fairwood, Va..... | |
| L. E. Johnson..... | Roanoke, Va..... | |
| C. W. Amaler..... | Clarion, Pa..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|---------------------|--------------------------|
| President..... | J. C. Campbell..... | Marion, Va. |
| First Vice-President..... | C. W. Amaler..... | Clarion, Pa. |
| Secretary..... | H. B. Jeffrey..... | Marion, Va. |
| Treasurer..... | L. A. Amaler..... | Marion, Va. |
| Attorney, or General Counsel..... | B. F. Buchanan..... | Marion, Va. |
| Auditor..... | H. B. Jeffrey..... | Marion, Va. |
| General Manager..... | J. C. Campbell..... | Marion, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, H. B. Jeffrey; title, Secretary; address, Marion, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—July 20, 1912.

Total number of stockholders of record—9.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—United States Spruce Lumber Company.

(c) The manner in which control was established—Right through titles to securities issued or assumed to exercise the major part of the voting power.

(e) Whether control was direct or indirect—Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|-----------------|----------------------|-----------------------------------|---|
| | From | To | | |
| Marion and Rye Valley Railway Company..... | Marion, Va..... | Sugar Grove, Va..... | ..... | 18.10 |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | | Total Par Value not held by Re- spondent | Rate | INTEREST | | | Amount Paid Dur- ing the Year |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|-------------------|--|---------|-------------------------------|--|--|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | When Pay- able | | | Accrued During the Year | Amount Paid Dur- ing the Year | | |
| Mortgage bonds..... | 1902 | 1922 | \$ 175,000 | \$ 175,000 | \$ 500 | ----- | ----- | \$ 174,500 | 6 | J. & J. | \$ 10,500 00 | \$ 10,500 00 | | |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD BY RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | |
|--|---------------------------------------|-------------|--------------------------|---------------------------------|---|-------------------------------------|----------------------------|-----------------------------------|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | |
| | | | | | | Charged to Income | Charged to Construction | Amount Paid During the Year |
| Mortgage bonds | \$ 175,000 | \$ 500 | | | \$ 174,500 | \$ 10,500 00 | | \$ 10,500 00 |
| PURPOSE OF THE ISSUE | | | | | Cash Realised on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realised | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Issued for construction of new properties. | | | | | | \$ 142,500 | | |
| Issued for reorganisation. | | | | | | 32,500 | | |
| Total | | | | | | \$ 175,000 | | |

Issued for construction of new properties.
Issued for reorganization.....

Issued for construction -
Issued for reorganization -

Total -

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| | | | | | |
| Capital stock..... | \$ 100,000 | \$ 100,000 | ----- | 18.10 | \$ 5,525 |
| Funded debt..... | 175,000 | 175,000 | ----- | 18.10 | 9,669 |
| Total..... | \$ 275,000 | \$ 275,000 | ----- | 18.10 | \$ 15,194 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage per Mile of Line | |
|-----------------------------------|--------------------------|----------------------|--|---|-------|
| | From | To | | | Miles |
| | | | | | |
| First mortgage..... | Marion, Va..... | Sugar Grove, Va..... | | 18.10 | |
| | | | | \$ 9,669 | |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets |
|-------------------------------------|---|
| Station buildings and fixtures..... | \$ 1,681 72 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Track laying and surfacing..... | | \$ 4,685 56 | \$ 4,685 56 |
| General office buildings and fixtures..... | \$ 1,681 72 | 1,215 95 | 2,897 67 |
| Water stations..... | | 382 48 | 382 48 |
| Miscellaneous structures..... | | 624 29 | 624 29 |
| Total..... | \$ 1,681 72 | \$ 6,908 28 | \$ 8,590 00 |
| II. EQUIPMENT: | | | |
| Steam locomotives..... | | \$ 11,329 45 | \$ 11,329 45 |
| Passenger-train cars..... | \$ 2,037 70 | Cr. 919 20 | 1,118 50 |
| Freight-train cars..... | | 7,903 34 | 7,903 34 |
| Total..... | \$ 2,037 70 | \$ 18,313 59 | \$ 20,351 29 |
| RECAPITULATION | | | |
| I. Road..... | \$ 1,681 72 | \$ 6,908 28 | \$ 8,590 00 |
| II. Equipment..... | 2,037 70 | 18,313 59 | 20,351 29 |
| Total—Entire line..... | \$ 3,719 42 | \$ 25,221 87 | \$ 28,941 29 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|--|---------------|
| | Entire Line |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 279,183 45 |
| Equipment..... | 50,623 39 |
| Investment since June 30, 1907..... | 28,941 29 |
| Total..... | \$ 358,748 13 |
| Reserve for accrued depreciation—Cr..... | 28,545 39 |
| Net total..... | \$ 330,202 74 |
| Cost per mile of line..... | 18,243 25 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|--|--------------|--------------|
| Rail operations—Revenues..... | \$ 80,601 34 | |
| Rail operations—Expenses..... | 50,290 42 | |
| Net revenue—Rail operations..... | | \$ 30,310 92 |
| Railway tax accruals..... | | \$ 2,996 54 |
| Railway operating income..... | | \$ 27,312 38 |
| OTHER INCOME: | | |
| Income from funded securities..... | \$ 30 00 | |
| Total other income..... | | 30 00 |
| Gross income..... | | \$ 27,342 38 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Hire of equipment—Debit balance..... | \$ 2,926 53 | |
| Interest deductions for funded debt..... | 10,500 00 | |
| Interest deductions for unfunded debt..... | 1,818 17 | |
| Total deductions..... | | 15,244 70 |
| Net income..... | | \$ 12,097 68 |
| Income balance transferred to credit of profit and loss..... | | \$ 12,097 68 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|--------------|--------------|
| Balance (at beginning of fiscal period)..... | | \$ 28,222 04 |
| Credit balance transferred from income account..... | | 12,097 68 |
| *Miscellaneous debits..... | \$ 951 86 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | 39,367 86 | |
| Total..... | \$ 40,319 72 | \$ 40,319 72 |
| *Damage claim, W. E. Davis..... | | \$ 350 00 |
| Damage claim, W. D. Hoppers..... | | 400 00 |
| Right of way, Scott Bros..... | | 50 00 |
| Loss of money by burglary, October 22, 1912..... | | 151 86 |
| | | \$ 951 86 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | Par Value | Dividends or Interest |
|--|-----------|-----------------------|
| FUNDED DEBT: | | |
| Funded debt of respondent "in treasury" and "pledged as collateral"..... | \$ 500 00 | \$ 30 00 |

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission?—No.

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|---------|--------------------------------------|------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCURED ON EQUIPMENT BORROWED: | | | | | |
| Passenger-train cars..... | | 645 at | | | |
| | | 30 | | | |
| Freight-train cars..... | 7,557 | 3773 at | | | |
| | | 35 | | | |
| Work cars..... | | 3139 at | | | |
| | | 45 | | | |
| Total..... | | | | | \$ 2,926 53 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amount Payable |
|-----------------------------|----------------|
| Equipment interchanged..... | \$ 2,926 53 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|---------------|---|---------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 279,183 45 | Road..... | \$ 279,183 45 | |
| 50,623 39 | Equipment..... | 50,623 39 | |
| 6,908 28 | Investment since June 30, 1907: | | |
| 18,313 59 | Road..... | 8,590 00 | \$ 1,681 72 |
| | Equipment..... | 20,351 29 | 2,037 70 |
| \$ 355,028 71 | | \$ 358,748 13 | \$ 3,719 42 |
| 23,298 93 | Reserve for accrued depreciation—Cr..... | 28,545 39 | 5,246 46 |
| \$ 331,729 78 | Total..... | \$ 330,202 74 | \$ *1,527 04 |
| | WORKING ASSETS | | |
| \$ 2,227 03 | Cash..... | \$ 7,918 29 | \$ 5,691 26 |
| | Securities issued or assumed—Held in treasury— | | |
| 500 00 | Funded debt..... | 500 00 | |
| 201 24 | Loans and bills receivable..... | 201 24 | |
| 696 29 | Traffic and car-service balances due from other companies..... | 146 24 | *550 05 |
| 3,156 93 | Net balance due from agents and conductors..... | 2,995 01 | *161 92 |
| 4,100 53 | Miscellaneous accounts receivable..... | 3,722 40 | *378 13 |
| 680 00 | Materials and supplies..... | 680 00 | |
| \$ 11,562 02 | Total..... | \$ 16,163 18 | \$ 4,601 16 |
| \$ 343,291 80 | Grand total..... | \$ 346,365 92 | \$ 3,074 12 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 100,000 00 | Common stock..... | \$ 100,000 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 175,000 00 | Mortgage bonds..... | \$ 175,000 00 | |
| 2,500 00 | Equipment trust obligations..... | | \$ *2,500 00 |
| \$ 177,500 00 | Total..... | \$ 175,000 00 | \$ *2,500 00 |
| | WORKING LIABILITIES | | |
| \$ 26,000 00 | Loans and bills payable..... | \$ 22,000 00 | \$ *4,000 00 |
| 303 05 | Traffic and car-service balances due to other companies..... | 331 80 | 28 75 |
| 1,481 75 | Audited vouchers and wages unpaid..... | 1,459 18 | *26 53 |
| 9,781 00 | Miscellaneous accounts payable..... | 8,207 08 | *1,573 92 |
| \$ 37,569 76 | Total..... | \$ 31,998 06 | \$ *5,571 70 |
| | PROFIT AND LOSS | | |
| \$ 28,222 04 | Balance..... | \$ 39,367 86 | 3,074 12 |
| \$ 343,291 80 | Grand total..... | \$ 346,365 92 | \$ 3,074 12 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 115 | ----- | 115 | .08 |
| Flour..... | 140 | 545 | 685 | .49 |
| Other mill products..... | 30 | 540 | 570 | .41 |
| Hay..... | 130 | 208 | 338 | .24 |
| Fruit and vegetables..... | 444 | 18 | 462 | .33 |
| Total..... | 859 | 1,311 | 2,170 | 1.55 |
| <i>Products of Animals:</i> | | | | |
| Wool..... | ----- | 54 | 54 | .04 |
| Hides and leather..... | ----- | 5 | 5 | ----- |
| Total..... | ----- | 59 | 59 | .04 |
| <i>Products of Mines:</i> | | | | |
| Bituminous coal..... | ----- | 15,416 | 15,416 | 11.03 |
| Ores..... | 1,206 | ----- | 1,206 | .86 |
| Stone, sand and other like articles..... | 1,019 | ----- | 1,019 | .73 |
| Total..... | 2,225 | 15,416 | 17,641 | 12.62 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 33,670 | 22,530 | 56,200 | 40.21 |
| Other products of forests..... | 15,990 | 34,028 | 50,018 | 35.79 |
| Total..... | 49,660 | 56,558 | 106,218 | 76.00 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | ----- | 135 | 135 | .10 |
| Sugar..... | ----- | 170 | 170 | .12 |
| Iron and steel rails..... | ----- | 195 | 195 | .14 |
| Other castings and machinery..... | 40 | 307 | 347 | .25 |
| Bar and sheet metal..... | 12 | ----- | 12 | .01 |
| Cement, brick and lime..... | 26 | 274 | 300 | .21 |
| Household goods and furniture..... | ----- | 128 | 128 | .09 |
| Other manufactures..... | 5,545 | ----- | 5,545 | 3.97 |
| Total..... | 5,623 | 1,209 | 6,832 | 4.89 |
| <i>Merchandise:</i> | | | | |
| Miscellaneous: Other commodities not men- tioned above..... | 1,296 | 4,419 | 5,715 | 4.09 |
| ----- | 22 | 1,114 | 1,136 | .81 |
| Total tonnage..... | 59,685 | 80,086 | 139,771 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|---|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 115 | 2,070 | 115 | 5 | 5.55 |
| Hay..... | 338 | 6,064 | 473 | 7 | 7.68 |
| Bituminous coal..... | 15,416 | 277,488 | 4,625 | 1 | 6.67 |
| Lumber..... | 56,200 | 449,600 | 28,714 | 6 | 3.86 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

None.

Average number employed during year: Trainmen, 20; switchtenders, crossing tenders and watchmen, 1; stationmen, 3; trackmen, 21; other employees, 2; total.

CHARACTERISTICS OF ROAD—ENTIRE LINE.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|----------------------|-------|------------------|--|----------------------------------|-------------------------------|------------------|---------------------------|--|-------------------|----------------------------|---|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | | | | | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| Marion, Va..... | Currin, Va..... | 6.25 | 37 | 2.42 | 3.83 | ..... | 2 | 503.00 | 6.08 | 3 | 13.50 | .17 |
| Currin, Va..... | Sugar Grove, Va..... | 11.85 | 97 | 6.22 | 5.63 | .38 | 12 | 462.10 | 5.30 | 9 | 510.40 | 6.17 |
| Total..... | | 18.10 | 134 | 8.64 | 9.46 | .38 | 14 | 965.10 | 11.38 | 12 | 523.90 | 6.34 |

Bridges, Trestles, Tunnels, Etc.

| ITEM | NUMBER | AGGREGATE LENGTH | | MINIMUM LENGTH | MAXIMUM LENGTH |
|---------------|--------|------------------|--|----------------|----------------|
| | | Feet | | Feet | Feet |
| Trestles..... | 30 | 1,800 | | 10 | 300 |

Gauge of track—4 feet, 8½ inches, 18.10 miles.

Nelson and Albemarle Railway Company

HISTORY

Exact name of common carrier making this report—Nelson and Albemarle Railway Company.

Date of organization—September 14, 1903.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—An act concerning corporations passed by the Assembly of Virginia March 2, 1903.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Nelson and Albemarle Railway Company; Schuyler Railway Company, charter March 14, 1902 (Acts 1901-1902, page 186).

Date and authority for each consolidation—June 19, 1905; merger approved by Corporation Commission June 23, 1905.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|--------------------|------------------------------------|------------------------------------|
| D. J. Carroll..... | 223 East 23rd St., New York City.. | September 10, 1914. |
| Richard Flynn..... | 223 East 23rd St., New York City.. | |
| M. J. Copps..... | Schuyler, Va..... | |
| S. H. Purcell..... | Schuyler, Va..... | |
| M. J. Flynn..... | Alberene, Va..... | |
| H. L. Lane..... | Schuyler, Va..... | |
| J. E. Lane..... | Esmont, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------|--------------------|-----------------------------------|
| President..... | D. J. Carroll..... | 223 East 23rd St., New York City. |
| First Vice-President..... | H. L. Lane..... | Schuyler, Va. |
| Secretary-Treasurer..... | S. H. Purcell..... | Schuyler, Va. |
| General Manager..... | H. L. Lane..... | Schuyler, Va. |
| General Superintendent..... | S. H. Purcell..... | Schuyler, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, S. H. Purcell; title, Secretary; address, Schuyler, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—September 11, 1913.

Date of last closing of stock books before end of year for which this report is made—Don't close.

Total number of stockholders of record—12.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|-----------------------------------|---------------------|-----------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> | | | | |
| Nelson and Albemarle Railway..... | Guthrie..... | Schuyler (Witts)..... | 6.87 | |
| | Alberene..... | Eamont..... | .32 | |
| | Schuyler (dam)..... | Rockfish..... | 3.61 | 10.80 |
| <i>Under Contract:</i> | | | | |
| Chesapeake and Ohio Railway..... | Alberene..... | Esmont..... | 4.98 | 4.98 |
| <i>Trackage Rights:</i> | | | | |
| Southern Railway..... | Dam No. 1..... | Rockfish..... | .55 | |
| Virginia Soap Stone Co.. | Schuyler yard..... | | .49 | 1.04 |
| Total..... | | | | 16.82 |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | | Concise Summary of Provisions |
|----------------------------------|---------------|--------------------|------------------|-------------------|--|--|-------------------------------|
| | | Date | Term | | Jan. 1, 1915, ... | | |
| | | | From | To | | | |
| | | | | | | | |
| Chesapeake and Ohio Railway..... | 4.98 | Jan. 1, 1905.... | Jan. 1, 1905.... | Jan. 1, 1915, ... | Consideration nominal, being proper maintenance and improvement of road. | | |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | Term | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not held by Re- spondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| Mortgage Bonds: First mortgage..... | 1904 | 1915 | \$ 150,000 | \$ 135,000 | ..... | ..... | ..... | \$ 135,000 | 6 | J. & J. | \$ 8,100 00 | \$ 8,100 00 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD BY RESPONDENT | | | INTEREST | | |
|--|---------------------------------------|-------------|--------------------------|---|-------------------------------------|----------------------------|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | In Sinking or Other Funds | AMOUNT ACCRUED DURING THE YEAR | |
| | | | | | Charged to Income | Charged to Construction |
| Mortgage bonds..... | \$ 135,000 | | | | \$ 8,100 00 | |
| | | | | | | \$ 8,100 00 |
| PURPOSE OF THE ISSUE | | | | Total Par Value Not Held by Respondent | Total Par Value Out- standing | Total Cash Realised |
| Issued for construction of new properties..... | | | | \$ 135,000 | \$ 135,000 | \$ 135,000 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| | | | | | |
| Capital stock..... | \$ 250,000 | \$ 250,000 | | 10.80 | \$ 23,148 |
| Funded debt..... | 135,000 | 135,000 | | 10.80 | 12,500 |
| Total..... | \$ 385,000 | \$ 385,000 | | 10.80 | \$ 35,648 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACES MORTGAGED | | | Amount of Mortgage Per Mile of Line |
|---|--------------------------|---------------|-------|--|
| | From | To | Miles | |
| First mortgage bonds. | Guthrie..... | Schuyler..... | 6.87 | \$ 12,500 |
| | Schuyler..... | Rockfish..... | 3.61 | |
| | Alberene..... | Esomont..... | .32 | |
| | | | 10.80 | |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | Total |
|-------------------------------------|---|-----------|
| Bridges, trestles and culverts..... | \$ 302 17 | \$ 302 17 |
| Ballast..... | 71 75 | 71 75 |
| Fencing right of way..... | 25 98 | 25 98 |
| Station buildings and fixtures..... | 25 34 | 25 34 |
| Total..... | \$ 425 24 | \$ 425 24 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---------------------------------------|--|---|---|
| I. ROAD: | | | |
| Right of way and station grounds..... | | \$ 150 00 | \$ 150 00 |
| Bridges, trestles and culverts..... | \$ 302 17 | 5,167 17 | 5,469 34 |
| Ballast..... | 71 75 | 2,051 32 | 2,123 07 |
| Fencing right of way..... | 25 98 | 84 51 | 110 49 |
| Station buildings and fixtures..... | 25 34 | 101 70 | 127 04 |
| Total..... | \$ 425 24 | \$ 7,554 70 | \$ 7,979 94 |
| RECAPITULATION | | | |
| I. Road..... | \$ 425 24 | \$ 7,554 70 | \$ 7,979 94 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|-------------------------------------|---------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 377,258 07 | \$ 377,258 07 |
| Equipment..... | 1,745 60 | 1,745 60 |
| Investment since June 30, 1907..... | 7,979 94 | 7,979 94 |
| Total..... | \$ 386,983 61 | \$ 386,983 61 |
| Cost per mile of line..... | \$ 35,831 81 | \$ 35,831 81 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|--|----|-----------|
| Rail operations—Revenues..... | \$ | 54,487 58 |
| Rail operations—Expenses..... | | 24,501 68 |
| Net revenue—Rail operations..... | \$ | 29,985 90 |
| Railway tax accruals..... | \$ | 1,757 95 |
| Railway operating income..... | \$ | 28,227 95 |
| OTHER INCOME: | | |
| Income from unfunded securities and accounts..... | | 930 40 |
| Gross income..... | \$ | 29,158 35 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Hire of equipment—Debit balance..... | \$ | 3,399 06 |
| Miscellaneous rent deductions..... | | 906 00 |
| Interest deductions for funded debt..... | | 8,100 00 |
| Total deductions..... | | 12,399 06 |
| Net income (or loss)..... | \$ | 16,759 29 |
| DISPOSITION OF NET INCOME: | | |
| Appropriations of income to sinking and other reserve funds..... | | 15,956 00 |
| Income balance transferred to credit of profit and loss..... | \$ | 803 29 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|-------------|-------------|
| Balance (at beginning of fiscal period)..... | | \$ 1,423 42 |
| Credit balance transferred from income account..... | | 803 29 |
| Balance debit (at end of fiscal period) carried to general balance sheet..... | \$ 2,226 71 | |
| Total..... | \$ 2,226 71 | \$ 2,226 71 |

SINKING AND OTHER FUNDS.

Assets on June 30, 1913.

| NAME OF FUND AND SECURITY | SECURITIES IN FUND | | Cash in Fund | Total |
|-------------------------------|--------------------|--------------------|--------------|--------------|
| | Par Value | Cost or Book Value | | |
| Sinking and redemption funds: | | | | |
| New York City bonds..... | \$ 20,000 00 | \$ 20,000 00 | | \$ 20,000 00 |

RESERVES FROM INCOME OR SURPLUS.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|--------------------------------|----------------------------|-------------------------------|----------------------------------|----------------------------|
| Not specifically invested..... | \$ 15,118 83 | \$ 15,956 00 | \$ 3,589 92 | \$ 27,484 91 |

RENTS PAYABLE.

The rental for that portion of road operated under lease and trackage rights is nominal, being proper maintenance and improvement of road.

Miscellaneous Rent Deductions.

| Description of Property | LOCATION | NAME OF LESSOR | Amount |
|-------------------------|---------------|----------------------------|-----------|
| Station, etc..... | Schuyler..... | Virginia Soapstone Co..... | \$ 900 00 |

HIRE OF EQUIPMENT.

Equipment Leased.

| KIND OF EQUIPMENT | Number of Units | NAME OF LESSOR | Amount |
|---------------------|--------------------|----------------------------|-------------|
| Flat cars..... | 4 | Virginia Soapstone Co..... | \$ 3,399 06 |
| Passenger cars..... | 2 | | |
| Rodger ballast..... | 1 | | |
| Gondola..... | 12 | | |
| Caboose..... | 2 | | |
| Locomotives..... | 3 | | |
| Total..... | 24 | | |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amount Payable |
|-----------------------|----------------|
| Equipment leased..... | \$ 3,399 06 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|---------------|--|---------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>1. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 377,258 07 | Road..... | \$ 377,258 07 | |
| 1,745 60 | Equipment..... | 1,745 60 | |
| 7,554 70 | Investment since June 30, 1907: | | |
| | Road..... | 7,979 94 | 425 24 |
| \$ 386,558 37 | Total..... | \$ 386,983 61 | \$ 425 24 |
| | WORKING ASSETS | | |
| \$ 1,946 82 | Cash..... | \$ 990 90 | \$ *1,036 92 |
| 8,839 66 | Miscellaneous accounts receivable..... | 3,852 17 | *4,987 49 |
| 4,539 20 | Materials and supplies..... | 3,307 74 | *1,231 46 |
| \$ 15,325 68 | Total..... | \$ 8,069 81 | \$ *7,255 87 |
| | DEFERRED DEBIT ITEMS | | |
| | Cash and securities in sinking and redemption funds..... | \$ 20,000 00 | \$ 20,000 00 |
| \$ 401,884 05 | Grand total..... | \$ 415,053 42 | \$ 13,169 37 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 250,000 00 | Common stock..... | \$ 250,000 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 135,000 00 | Mortgage bonds..... | \$ 135,000 00 | |
| | WORKING LIABILITIES | | |
| \$ 341 80 | Miscellaneous accounts payable..... | \$ 341 80 | |
| | APPROPRIATED SURPLUS | | |
| \$ 15,118 83 | Not specifically invested..... | \$ 27,484 91 | \$ 12,366 08 |
| | PROFIT AND LOSS | | |
| \$ 1,423 42 | Balance..... | \$ 2,226 71 | \$ 803 29 |
| \$ 401,884 05 | Grand total..... | \$ 415,053 42 | \$ 13,169 37 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | | 11 | 11 | .02 |
| Flour..... | | 626 | 626 | .98 |
| Hay..... | 90 | 103 | 193 | .30 |
| Total..... | 90 | 740 | 830 | 1.30 |
| <i>Products of Animals:</i> | | | | |
| Other packing-house products..... | | 158 | 158 | .25 |
| Total..... | | 158 | 158 | .25 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | | 150 | 150 | .23 |
| Bituminous coal..... | | 7,364 | 7,364 | 11.52 |
| Stone, sand and other like articles..... | 43,172 | 3,804 | 46,976 | 73.48 |
| Total..... | 43,172 | 11,318 | 54,490 | 85.23 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 395 | 2,149 | 2,544 | 3.96 |
| Other products of forests..... | 2,502 | | 2,502 | 3.91 |
| Total..... | 2,897 | 2,149 | 5,046 | 7.89 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | | 95 | 95 | .15 |
| Other castings and machinery..... | 56 | 269 | 325 | .51 |
| Bar and sheet metal..... | | 252 | 252 | .39 |
| Cement, brick and lime..... | | 215 | 215 | .34 |
| Household goods and furniture..... | | 8 | 8 | .01 |
| Other manufactures..... | | 200 | 200 | .31 |
| Total..... | 56 | 1,039 | 1,095 | 1.71 |
| Merchandise..... | 1,524 | 788 | 2,312 | 3.62 |
| Total tonnage..... | 47,739 | 16,192 | 63,931 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Fraight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton, Per Mile from Freight Carried in Carload Lots | |
|------------------------------|---------------------------------|--|--|--|-------|
| | Tons | Ton-Miles | Dollars | Cents | Mills |
| Hay..... | 154 | 1,064 | 164 | 15 | 4.23 |
| Anthracite coal..... | 150 | 1,065 | 75 | 7 | 0.42 |
| Bituminous coal..... | 7,364 | 45,889 | 3,682 | 8 | 0.24 |
| Lumber..... | 2,101 | 15,093 | 1,578 | 10 | 4.55 |
| Forest products..... | 2,604 | 18,327 | 1,660 | 9 | 1.07 |
| Soapstone manufacturing..... | 18,602 | 116,258 | 26,043 | 22 | 4.01 |
| Soapstone rough..... | 22,778 | 302,591 | 3,417 | 1 | 1.29 |
| Sand..... | 3,804 | 26,319 | 1,270 | 4 | 8.25 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

None.

Average number employed during year: Trainmen, 10; stationmen, 7; trackmen, 19; total, 36.

CHARACTERISTICS OF ROAD—ENTIRE LINE.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | |
|-------------------------------|---------------|-------|------------------|--|----------------------------------|------------------|---------------------------|--|-------------------|----------------------------|---|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | | | | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| Guthrie..... | Rockfish..... | 11.79 | 66 | 7.39 | 4.40 | 9 | 31.01 | 4.83 | 6 | 327 | 4.06 |
| Alberene..... | Esmont..... | 5.03 | 16 | 2.92 | 2.11 | 3 | 16.25 | 2.89 | 2 | 985 | 1.90 |
| Total..... | | 16.82 | 72 | 10.31 | 6.51 | 12 | 47.26 | 7.72 | 8 | 1,312 | 5.96 |

CHARACTERISTICS OF ROAD—ENTIRE LINE—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | NUMBER | AGGREGATE LENGTH | MINIMUM LENGTH | | MAXIMUM LENGTH | | Height of Lowest Above Surface of Rail | |
|--|---------|---------------------|-------------------|-----|-------------------|-----|---|-----|
| | | | Feet | In. | Feet | In. | Feet | In. |
| Trestles..... | 19 5 | 1,263 215 | | | | | | |
| OVERHEAD RAILWAY CROSSINGS: Trestles..... | 2 | | | | | | 28 | 4 |

Gauge of track—4 feet, 8½ inches; 15.78 miles.

TELEGRAPH.

Owned by Company Making this Report.

| TOTAL | | | OPERATED BY THIS COMPANY | | | OPERATED BY ANOTHER COMPANY | | |
|---------------|---------------|--|--------------------------|---------------|--|-----------------------------|---------------|------------------------------|
| Miles of Line | Miles of Wire | | Miles of Line | Miles of Wire | | Miles of Line | Miles of Wire | Name of Operating Company |
| 11.12 | 22.24 | | 11.12 | 22.24 | | 5.07 | 10.14 | Albemarle Telephone Company. |

New River, Holston and Western Railroad Company

HISTORY

Exact name of common carrier making this report—New River, Holston and Western Railroad Company.

Date of organization—Charter January 15, 1900; amended February 18, 1901.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia, Acts of General Assembly, January 15, 1900; amended, General Assembly, February 18, 1901.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not a consolidated company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|--------------------|-------------------------------|------------------------------------|
| W. E. Mingea..... | Abingdon, Va..... | } April 9, 1914. |
| J. W. Bell..... | Abingdon, Va..... | |
| L. E. Johnson..... | Roanoke, Va..... | |
| N. D. Maher..... | Roanoke, Va..... | |
| Wm. MacDowell..... | Philadelphia (Arcade Bldg.).. | |
| Jas. J. Doran..... | Philadelphia (Arcade Bldg.).. | |
| Geo. E. Penn..... | Abingdon, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|-------------------------|----------------------------------|
| President..... | W. E. Mingea..... | Abingdon, Va. |
| Vice-President..... | Wm. G. MacDowell..... | Philadelphia (Arcade Bldg.), Pa. |
| Secretary..... | E. W. Potts..... | Abingdon, Va. |
| Treasurer..... | Jos. B. Lacy..... | Roanoke, Va. |
| Attorney, or General Counsel..... | White, Penn & Penn..... | Abingdon, Va. |
| Comptroller..... | Jos. W. Cox..... | Roanoke, Va. |
| Auditor..... | T. C. Lavinder..... | Abingdon, Va. |
| General Superintendent..... | F. E. Bastain..... | Narrows, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, T. C. Lavinder; title, Auditor; address, Abingdon, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—April 10, 1913.

Date of last closing of stock books before end of year for which this report is made—March 31, 1913.

Total number of stockholders of record at that date—8.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—Norfolk and Western Railway Company.

(c) The manner in which control was established—By purchase of stock.

(d) The extent of control—51 per cent. of capital stock.

(e) Whether control was direct or indirect—Direct.

(f) The name of the intermediary through which control, if indirect, was established—None.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|------------------|--------------------|-----------------------------------|---|
| | From | To | | |
| New River, Holston and Western Railroad Co... | Narrows, Va..... | Rocky Gap, Va..... | ..... | 20.60 |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not held by Re- spondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| Mortgage Bonds: | 1904 | 1921 | \$ 50,000 | | | | | \$ 50,000 | 5 | M. & N. | \$ 2,500 00 | |
| First mortgage..... | | | | | | | | | | | | |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | |
|---|---------------------------------------|-------------|--------------------------|---|---|-------------------------------------|----------------------------|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | In Sinking or Other Funds | Amount Accrued During THE YEAR | Charged to Income | Charged to Construction |
| | \$ 50,000 | | | | \$ 2,500 00 | | |
| <i>Mortgage bonds</i> | | | | | | | |
| PURPOSE OF THE ISSUE | | | | | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized |
| Issued for purchase of railway or other property..... | | | | | | \$ 50,000 | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|----------|
| | | To Railways | To Other Properties | Miles | Amount |
| | | | | | |
| Capital stock..... | \$ 51,000 | \$ 51,000 | | 20.60 | \$ 2,476 |
| Funded debt..... | 50,000 | 50,000 | | 20.60 | 2,427 |
| Total..... | \$ 101,000 | \$ 101,000 | | 20.60 | \$ 4,903 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|---|--------------------------|--------------------|-------|--|---|
| | From | To | Miles | | |
| | | | | | |
| General mortgage on road \$50,000.00..... | Narrows, Va..... | Rocky Gap, Va..... | 20.60 | \$ 2,427 | Entire line of road including equipment and income. |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets |
|-------------------------------------|---|
| Station buildings and fixtures..... | \$ 502 77 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| I. ROAD: | | | | |
| Engineering..... | \$ 5,134 36 | | \$ 5,076 55 | \$ 10,210 91 |
| Right of way and station grounds..... | 12,156 37 | | 6,845 53 | 19,001 90 |
| Grading..... | 1,166 10 | | 81,366 48 | 82,532 58 |
| Bridges, trestles and culverts..... | 1,687 80 | | 9,891 50 | 11,579 30 |
| Ties..... | 151 22 | | 9,407 57 | 9,558 79 |
| Rails..... | | | 23,399 95 | 23,399 95 |
| Frogs and switches..... | | | 215 56 | 215 56 |
| Track fastenings and other material..... | | | 1,996 00 | 1,996 00 |
| Ballast..... | | | 1,243 96 | 1,243 96 |
| Track laying and surfacing..... | | | 14,534 22 | 14,534 22 |
| Roadway tools..... | | | 25 02 | 25 02 |
| Fencing right of way..... | | | 528 54 | 528 54 |
| Crossings and signs..... | | | 151 61 | 151 61 |
| Telegraph and telephone lines..... | | | 617 09 | 617 09 |
| Station buildings and fixtures..... | | \$ 502 77 | 683 67 | 1,186 44 |
| Shop machinery and tools..... | | | 28 68 | 28 68 |
| Water stations..... | | | 552 93 | 552 93 |
| Total..... | \$ 20,295 85 | \$ 502 77 | \$ 156,564 86 | \$ 177,363 48 |
| II. EQUIPMENT: | | | | |
| Steam locomotives..... | | | \$ 8,430 00 | \$ 8,430 00 |
| Passenger-train cars..... | \$ 1,064 41 | | 1,987 23 | 3,061 64 |
| Work equipment..... | | | 661 73 | 661 73 |
| Total..... | \$ 1,064 41 | | \$ 11,078 96 | \$ 12,143 37 |
| III. GENERAL EXPENDITURES: | | | | |
| Law expenses..... | \$ 1,064 35 | | | \$ 1,064 35 |
| Stationery and printing..... | 6 50 | | | 6 50 |
| Interest and commissions..... | 70,283 04 | | | 70,283 04 |
| Other expenditures..... | 621 28 | | 108 15 | 729 43 |
| Total..... | \$ 71,975 17 | | \$ 108 15 | \$ 72,083 32 |
| RECAPITULATION | | | | |
| I. Road..... | \$ 20,295 85 | \$ 502 77 | \$ 156,564 86 | \$ 177,363 48 |
| II. Equipment..... | 1,064 41 | | 11,078 96 | 12,143 37 |
| III. General expenditures..... | 71,975 17 | | 108 15 | 72,083 32 |
| Total—Entire line..... | \$ 93,335 43 | \$ 502 77 | \$ 167,751 97 | \$ 261,590 17 |
| Total—State of Virginia..... | \$ 93,335 43 | \$ 502 77 | \$ 167,751 97 | \$ 261,590 17 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | REMARKS |
|--|------------------------------|--|
| | Entire Line and State of Va. | |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 207,903 85 | The extension of the respondent line, from Rocky Gap to Sinters, Va., a distance of 14 miles, was begun during the year, but no part thereof was bearing completion as of June 30, 1913, so that of the net cost of road to June 30, 1913, \$470,986 73 There was expended on extension. 23,898 06 |
| Equipment..... | 6,704 35 | |
| Investment since June 30, 1907..... | 261,590 17 | |
| Total..... | \$ 476,198 37 | |
| Reserve for accrued depreciation—Cr..... | 5,211 64 | |
| Net total..... | \$ 470,986 73 | |
| Cost per mile of line..... | 22,863 43 | Leaving amount of operated line \$ 447,588 67 On which cost per mile of road is computed. |

INCOME STATEMENT.

| | | |
|---|--------------|-------------|
| RAILWAY OPERATING INCOME | | |
| Rail operations—Revenues..... | \$ 20,972 98 | |
| Rail operations—Expenses..... | 16,218 91 | |
| Net revenue—Rail operations..... | | \$ 4,754 07 |
| Net railway operating revenue..... | | \$ 4,754 07 |
| Railway tax accruals..... | | 2,732 49 |
| Railway operating income..... | | \$ 2,021 58 |
| OTHER INCOME | | |
| Miscellaneous rent income..... | | 36 00 |
| Gross income..... | | \$ 2,057 58 |
| DEDUCTIONS FROM GROSS INCOME | | |
| Hire of equipment—Debit balance..... | \$ 735 80 | |
| Interest deductions for funded debt..... | 2,500 00 | |
| Total deductions..... | | 3,235 80 |
| Net loss..... | | \$ 1,178 22 |
| Income balance transferred to debit of profit and loss..... | | \$ 1,178 22 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|--------------|--------------|
| Balance (at beginning of fiscal period)..... | \$ 12,967 46 | |
| Debit balance transferred from income account..... | 1,178 22 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | | \$ 14,145 68 |
| Total..... | \$ 14,145 68 | \$ 14,145 68 |

RENTS RECEIVABLE.

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Expenses | Amount |
|--------------------------------------|-------------------|-------------|----------|----------|
| Dwelling at Narrows, Va..... | B. P. Thomas..... | \$ 36 00 | ----- | \$ 36 00 |

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|---|------------------------------------|------------------|--------------------------------------|------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCRUED ON EQUIPMENT BORROWED: Freight-train cars..... | 1,869 | 30, 35, & 45c | | | \$ 735 80 |
| Total..... | 1,869 | | | | \$ 735 80 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amount Payable |
|-----------------------------|----------------|
| Equipment interchanged..... | \$ 735 80 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All other important physical changes—An extension of the respondents line was begun during the year from Rocky Gap, Va., the present termini to Sinter, Va., a distance of 14 miles.

All changes in the respondent's holdings of stocks and funded debt—The entire holdings of the respondent including stocks, bonds and all properties changed ownership during the year.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|---------------|--|---------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 207,903 85 | Road..... | \$ 207,903 85 | |
| 7,604 35 | Equipment..... | 6,704 35 | \$ *900 00 |
| 156,564 86 | Investment since June 30, 1907: | | |
| 11,078 96 | Road..... | 177,363 48 | |
| 108 15 | Equipment..... | 12,143 37 | |
| | General expenditures..... | 72,083 32 | |
| \$ 383,260 17 | | \$ 476,198 37 | \$ 92,938 20 |
| 4,296 88 | Reserve for accrued depreciation—Cr..... | 5,211 64 | 914 76 |
| \$ 378,963 29 | Total..... | \$ 470,986 73 | \$ 92,023 44 |
| | WORKING ASSETS | | |
| \$ 925 19 | Cash..... | \$ 3,486 38 | \$ 2,561 19 |
| 12 37 | Miscellaneous accounts receivable..... | 426 39 | 414 02 |
| 350 11 | Materials and supplies..... | 350 11 | |
| \$ 1,287 67 | Total..... | \$ 4,262 88 | \$ 2,975 21 |
| | DEFERRED DEBIT ITEMS | | |
| | Other deferred debit items..... | \$ 100 00 | \$ 100 00 |
| | PROFIT AND LOSS | | |
| \$ 82,904 83 | Balance..... | \$ 14,145 68 | \$ *68,759 15 |
| \$ 463,155 79 | Grand total..... | \$ 489,495 29 | \$ 26,339 50 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 51,000 00 | Common stock..... | \$ 51,000 00 | |
| \$ 50,000 00 | MORTGAGE, BONDED AND SECURED DEBT | | |
| | Mortgage bonds..... | \$ 50,000 00 | |
| | WORKING LIABILITIES | | |
| \$ 293,454 61 | Loans and bills payable..... | | \$ *293,454 61 |
| 19,577 23 | Miscellaneous accounts payable..... | \$ 5,008 68 | *14,568 55 |
| 49,123 96 | Matured interest, dividends and rents unpaid..... | 48,701 18 | *422 77 |
| \$ 362,155 79 | Total..... | \$ 53,709 86 | \$ *308,445 93 |
| | ACCRUED LIABILITIES NOT DUE | | |
| | Unmatured interest, dividends and rents payable..... | \$ 22,500 00 | \$ 22,500 00 |
| | Taxes accrued..... | 910 82 | 910 82 |
| | Total..... | \$ 23,410 82 | \$ 23,410 82 |
| | Other deferred credit items..... | \$ 311,374 61 | \$ 311,374 61 |
| \$ 463,155 79 | Grand total..... | \$ 489,495 29 | \$ 26,339 50 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|---|-----------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | | 105 | 105 | .65 |
| <i>Products of Mines:</i> | | | | |
| Bituminous coal..... | | 360 | 360 | 2.25 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 8,670 | | 8,670 | 54.32 |
| Other products of forests..... | 4,708 | | 4,708 | 29.49 |
| Total..... | 13,378 | | 13,378 | 83.81 |
| <i>Manufactures:</i> | | | | |
| Iron and steel rails..... | | 125 | 125 | .80 |
| Total..... | | 125 | 125 | .80 |
| Merchandise..... | | 1,245 | 1,245 | 7.80 |
| Miscellaneous: Other commodities not mentioned above..... | | 749 | 749 | 4.69 |
| Total tonnage..... | 13,378 | 2,584 | 15,962 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | FREIGHT ORIGINATING ON THIS ROAD | | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--------------------------------|----------------------------------|-----------------------------|---|-----------------------|-----------|
| | Delivered to Consignee | Delivered to Other Carriers | | Whole Tons | Per Cent. |
| | Whole Tons | Whole Tons | Whole Tons | | |
| <i>Products of Animals:</i> | | | | | |
| Live stock..... | | | 105 | 105 | 1.78 |
| <i>Products of Forests:</i> | | | | | |
| Lumber..... | | 3,468 | | 3,468 | 58.72 |
| Other products of forests..... | | 1,444 | | 1,444 | 24.45 |
| Total..... | | 4,912 | | 4,912 | 83.17 |
| Merchandise..... | 495 | 176 | 218 | 889 | 15.06 |
| Total tonnage—State.... | 495 | 5,088 | 323 | 5,906 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------------|---------------------------------|--|--|---|-------|
| | Tons | Ton-Miles | Dollars | Cents | Mills |
| Live stock..... | 105 | 2,205 | 141 | 6 | 400 |
| Bituminous coal..... | 380 | 6,440 | 399 | 6 | 200 |
| Lumber..... | 8,670 | 145,777 | 9,087 | 6 | 213 |
| Other forest products..... | 4,708 | 61,103 | 3,875 | 6 | 343 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

None.

Average number employed during year: Trainmen, 4; trackmen, 11; other employees, 3; total 18.

CHARACTERISTICS OF ROAD—ENTIRE LINE.

| WORKING DIVISIONS OR BRANCHES | | ALIGNMENT | | | PROFILE | | | | | |
|-------------------------------|----------------|-----------|------------------|---------------------------------|-------------------------|----------------------|------------------|----------------|--------------------------------------|-----------------|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line | Length of Straight Line | Length of Level Line | ASCENDING GRADES | | DESCENDING GRADES | |
| | | | | Miles | Miles | Miles | Number | Sum of Ascents | Aggregate Length of Ascending Grades | Number |
| | | | | | | | | Feet | Miles | Sum of Descents |
| | | | | | | | | | | Feet |
| | | | | | | | | | | Miles |
| Narrows..... | Penvir..... | 6.70 | 24 | 3.00 | 3.70 | | | | | |
| Penvir..... | Day..... | 6.00 | 20 | 2.60 | 3.40 | | | | | |
| Day..... | Rocky Gap..... | 7.90 | 38 | 3.63 | 4.37 | | | | | |
| Total..... | | 20.60 | 82 | 9.23 | 11.47 | | | | | |

Bridges, Trestles, Tunnels, Etc.

| ITEM | NUMBER | AGGREGATE LENGTH | | MINIMUM LENGTH | | MAXIMUM LENGTH | | Height of Lowest Above Surface of Rail | |
|-----------------------------|--------|------------------|--|----------------|--|----------------|--|--|-----|
| | | Feet | | Feet | | Feet | | Feet | In. |
| Bridges: | | | | | | | | | |
| Iron..... | 4 | 640 | | 120 | | 203 | | | |
| Wooden..... | 18 | 583 | | 10 | | 117 | | | |
| Total..... | 22 | 1,223 | | | | | | | |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | | | | |
| Trestles..... | 2 | | | | | | | 12 | |

Gauge of track—4 feet, 8½ inches; 20.60 miles.

New York, Philadelphia and Norfolk Railroad Company.

HISTORY.

Exact name of common carrier making this report—New York, Philadelphia and Norfolk Railroad Company.

Date of organization—February 9, 1882.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Organized under the laws of the States of Maryland and Virginia. Virginia statute passed February 9, 1882; Maryland statute passed April 10, 1880.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—History of consolidation as follows: Peninsula Railroad Company of Virginia, incorporated by act of Virginia legislature passed March 12, 1878, which act invested the Peninsula Railroad Company of Virginia with all the rights, privileges, etc., granted to the North and South Railroad Company, organized by act of legislature, January 24, 1853. The Eastern Shore Railroad Company, organized by act of legislature April 23, 1867. The New York and Norfolk Railroad Company, organized by act of legislature March 15, 1872, and amendment thereto of March 13, 1874. Consolidated with the Peninsula Railroad Company of Maryland (originally incorporated as the Worcester and Somerset Railroad Company by act of Maryland legislature March 12, 1867, name changed to Peninsula Railroad Company and authority conferred to consolidate with Peninsula Railroad Company of Virginia April 10, 1880), name changed to New York, Philadelphia and Norfolk Railroad Company by act of Virginia legislature February 9, 1882. Consolidated March 15, 1884, with the Eastern Shore Railroad Company of Maryland under authority given in same act. The Eastern Shore Railroad Company of Maryland was incorporated by act of Maryland legislature April 23, 1853, reorganized March 25, 1880, charter amended conferring power to consolidate May 3, 1882.

Date and authority for each consolidation—Consolidated with the Eastern Shore Railroad Company of Maryland March 15, 1884, by authority of Virginia legislature February 9, 1882.

If a reorganized company, give name of original corporation and refer to laws under which it was organized. This is not a reorganized company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|--------------------|-----------------------------|------------------------------------|
| Wm. A. Patton..... | Philadelphia, Pa..... | } March 17, 1914. |
| John P. Green..... | Philadelphia, Pa..... | |
| W. H. Myers..... | Philadelphia, Pa..... | |
| Rudolph Ellis..... | Philadelphia, Pa..... | |
| R. B. Cooke..... | Norfolk, Va..... | |
| R. V. Massey..... | Cape Charles, Va..... | |
| A. J. County..... | Philadelphia, Pa..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|------------------------|------------------------------|--------------------------|
| President..... | Wm. A. Patton..... | Philadelphia, Pa. |
| Secretary..... | O. J. DeRousse..... | Philadelphia, Pa. |
| Treasurer..... | Jas. F. Fahnestock..... | Philadelphia, Pa. |
| General Solicitor..... | George Stuart Patterson..... | Philadelphia, Pa. |
| General Counsel..... | Francis I. Gowen..... | Philadelphia, Pa. |
| Comptroller..... | C. M. Bunting..... | Philadelphia, Pa. |
| Auditor..... | H. C. Carlile..... | Philadelphia, Pa. |
| Assistant Auditor..... | Wm. L. Markley..... | Philadelphia, Pa. |
| Superintendent..... | R. V. Massey..... | Cape Charles, Va. |
| Traffic Manager..... | R. B. Cooke..... | Norfolk, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, C. M. Bunting; title, Comptroller; address, Philadelphia, Pa.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

| NAME | CONTROL | | | | |
|---|---------------|----------------------|---------------------------|--------------------|--|
| | Sole or Joint | How Established | Extent | Direct or Indirect | If Indirect, Name of Intermediary Through Which Control is Established |
| <i>Active Corporations:</i> Norfolk and Portsmouth Line Railroad Company..... | Joint | Stock ownership..... | 14 2-7% stock.. | Direct..... | |
| Cape Charles R. R. Co..... | Sole | Stock ownership..... | Total issue of stock..... | Direct | |
| | | | | | Other Parties to Agreement for Joint Control |
| | | | | | The total issue of capital stock is vested in the following named companies: Atlantic Coast Line R. R. Co. Chesapeake and Ohio Ry. Co. New York, Phila. and Norfolk R. R. Co. Norfolk Southern R. R. Co. Norfolk and Western Ry. Co. Seaboard Air Line Ry. Southern Ry. Co. |

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—March 18, 1913.

Date of last closing of stock books before end of year for which this report is made—Do not close.

Total number of stockholders of record—10.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(a) The name of the controlling corporation or corporations—Pennsylvania Railroad Company.

(c) The manner in which control was established—Through purchase of stock.

(d) The extent of control—99.71 per cent.

(e) Whether control was direct or indirect—Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|----------------------|-----------------------|-----------------------------------|---|
| | From | To | | |
| <i>New York, Philadelphia and Norfolk R. R. Co.:</i> | | | | |
| Main line..... | Delmar, Del..... | Cape Charles, Va..... | ----- | 95.00 |
| Crisfield Branch..... | Kings Creek, Md..... | Crisfield, Md..... | ----- | 17.00 |
| Total rail line..... | | | ----- | 112.00 |
| The water route distance is..... | | | ----- | 36.00 |
| Total..... | | | ----- | 148.00 |

NOTE.—In addition to the 112 miles rail line, comprising the New York, Philadelphia and Norfolk Railroad, the company operates a steamboat, tug and barge line between Cape Charles and Old Point Comfort, Norfolk and Portsmouth, Va., thus forming a through line to said points, and the revenue account as well as the other accounts embodied in this report, covers the operations of the rail and water routes.

STATE OF VIRGINIA.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|-----------------------|-----------------------|-----------------------------------|---|
| | From | To | | |
| <i>New York, Philadelphia and Norfolk R. R. Co.</i> | | | | |
| State line..... | State line..... | Cape Charles, Va..... | ----- | 59.00 |
| Cape Charles, Va..... | Cape Charles, Va..... | Norfolk, Va..... | ----- | 36.00 |
| Total mileage operated..... | | | ----- | 95.00 |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not Held by Re- spondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | |
| First..... | 1899 | 1939 | \$ 3,000,000 | \$ 2,600,000 | ----- | ----- | ----- | \$ 2,600,000 | 4 | J. & J. | \$104,000 00 | \$ 106,900 00 |
| Income mortgage bonds..... | 1899 | 1939 | 1,000,000 | 1,000,000 | ----- | ----- | ----- | 1,000,000 | 4 | M. & N. | 40,000 00 | 40,000 00 |
| Total..... | ----- | ----- | \$ 4,000,000 | \$ 3,600,000 | ----- | ----- | ----- | \$ 3,600,000 | ----- | ----- | \$144,000 00 | \$ 146,900 00 |

EQUIPMENT TRUST OBLIGATIONS.

General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | EQUIPMENT COVERED |
|--|-------------------|---------------|-----------------------|-----------------------------------|
| | | | | |
| Pennsylvania general freight equipment trust 4 per cent. certificates, series "G"..... | June 1, 1912..... | 10 years..... | 10 | 800 box cars and 50 gondola cars. |

FUNDED DEBT—EQUIPMENT TRUST OBLIGATIONS—CONTINUED.
Statement of Amount.

| SERIES OR OTHER DESIGNATION | Cash Paid on Delivery of Equipment | DEFERRED PAYMENTS | | | | INTEREST | | |
|--|--|--------------------|-----------------------|--------------------|-----------------------|---|-----------------------------------|------|
| | | PRINCIPAL | | INTEREST | | Amount Accrued During the Year | Amount Paid During the Year | Rate |
| | | Original Amount | Amount Outstanding | Original Amount | Amount Outstanding | | | |
| Pennsylvania general freight equip- ment trust 4 per cent. certificates, series "G"----- | ----- | \$1,000,000 00 | \$ 900,000 00 | | ----- | \$ 29,333 33 | \$ 26,333 33 | 4 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD BY RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | |
|--|---------------------------------------|-------------|--------------------------|---------------------------------|---|---|-------------------------------------|-----------------------------------|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year |
| | | | | | | Charged to Income | Charged to Construction | |
| Mortgage bonds..... | \$ 2,600,000 | ----- | ----- | ----- | \$ 2,600,000 | \$ 104,000 00 | ----- | \$ 105,900 00 |
| Income bonds..... | 1,000,000 | ----- | ----- | ----- | 1,000,000 | 40,000 00 | ----- | 40,000 00 |
| Equipment trust obligations..... | 900,000 | ----- | ----- | ----- | 900,000 | 29,333 33 | ----- | 26,333 33 |
| Total..... | \$ 4,500,000 | ----- | ----- | ----- | \$ 4,500,000 | \$ 173,333 33 | ----- | \$ 172,233 33 |
| PURPOSE OF THE ISSUE | | | | | | | | |
| Issued for cash..... | ----- | ----- | ----- | ----- | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized |
| Issued for construction of new properties..... | ----- | ----- | ----- | ----- | ----- | ----- | \$ 297,000 | \$ 295,515 |
| Issued for purchase of railway or other property..... | ----- | ----- | ----- | ----- | ----- | ----- | 1,651,000 | ----- |
| Issued for refundment of securities..... | ----- | ----- | ----- | ----- | \$ 1,000,000 | ----- | 900,000 | ----- |
| Issued for adjustment of floating indebtedness under arrangement with bond and stockholders..... | ----- | ----- | ----- | ----- | ----- | ----- | 184,000 | ----- |
| Total..... | ----- | ----- | ----- | ----- | \$ 1,000,000 | ----- | \$ 3,500,000 | \$ 295,515 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------|--------------|---------------------|-------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | | | | | |
| Funded debt..... | | | | | |
| Total..... | | | | | |
| | \$ 2,500,000 | \$ 2,500,000 | | 112.00 | \$ 22,321 |
| | 4,500,000 | 4,500,000 | | 112.00 | 40,179 |
| | \$ 7,000,000 | \$ 7,000,000 | | 112.00 | \$ 62,500 |

DISCOUNT ON SECURITIES.

On Funded Debt.

| CLASS OF BOND OR OBLIGATION | NET AMOUNT OF DISCOUNT | | |
|-----------------------------|------------------------|--------------------------------------|---|
| | Total | Charged to Income or Profit and Loss | To be Charged During Remaining Life of Security |
| | | | |
| Equipment trust..... | \$ 30,000 00 | \$ 30,000 00 | ----- |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACES MORTGAGED | | | Amount of Mortgage Per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|-----------------------------------|--------------------------|-------------------|-------|-------------------------------------|--|
| | From | To | Miles | | |
| First mortgage bonds..... | Delmar, Del. | Cape Charles, Va. | 95.00 | \$ 23,214 | All railroad and equipment. |
| Income mortgage bonds..... | Kings Creek, Md. | Crisfield, Md. | 17.00 | ----- | All railroad and equipment. |
| | Kings Creek, Md. | Crisfield, Md. | ----- | 8,929 | |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | From Special Appropriations | Property Retired or Converted | Total |
|--|---|--------------------------------|-------------------------------------|---------------|
| Right of way and station grounds. | \$ 62,021 21 | | | \$ 62,021 21 |
| Increased weight of rail. | | \$ 4,209 31 | | 4,209 31 |
| Improved frogs and switches. | | 78 41 | | 78 41 |
| Track fastenings and appurte- nances. | | 6,952 11 | | 6,952 11 |
| Additional main tracks. | 110,618 71 | | | 110,618 71 |
| Sidings and spur tracks. | 8,720 56 | | | 8,720 56 |
| Terminal yards. | 36,330 87 | | | 36,330 87 |
| Elimination of grade crossings. | | 886 98 | | 886 98 |
| Block and other signal apparatus. | 134 23 | 134 22 | | 268 45 |
| Telegraph and telephone lines. | 2,700 93 | | | 2,700 93 |
| Station buildings and fixtures. | 1,642 87 | 15,881 12 | | 17,523 99 |
| Shops, enginehouses and turn- tables. | 215 60 | | \$ 2,055 00 | Cr. 1,839 40 |
| Shop machinery and tools. | 6,421 00 | | | 6,421 00 |
| Water and fuel stations. | | 11 55 | | 11 55 |
| Dock and wharf property. | 5,475 56 | 17,103 48 | | 22,579 04 |
| Equipment. | 579,517 53 | | 22,352 13 | 557,165 40 |
| Other additions and betterments. | 449 66 | | | 449 66 |
| Total. | \$ 814,248 73 | \$ 45,257 18 | \$ 24,407 13 | \$ 835,092 78 |

STATE OF VIRGINIA.

| | | | | |
|--|---------------|--------------|--------------|---------------|
| Right of way and station grounds. | \$ 56,831 39 | | | \$ 56,831 39 |
| Increased weight of rail. | | \$ 4,185 36 | | 4,185 36 |
| Improved frogs and switches. | | 78 41 | | 78 41 |
| Track fastenings and appurte- nances. | | 4,293 04 | | 4,293 04 |
| Additional main tracks. | 110,618 71 | | | 110,618 71 |
| Sidings and spur tracks. | 5,632 77 | | | 5,632 77 |
| Terminal yards. | 24,129 14 | | | 24,129 14 |
| Elimination of grade crossings. | | 886 98 | | 886 98 |
| Telegraph and telephone lines. | 86 32 | | | 86 32 |
| Station buildings and fixtures. | Cr. 1,424 24 | 6,507 62 | | 5,083 38 |
| Shops, enginehouses and turn- tables. | 215 60 | | | 215 60 |
| Shop machinery and tools. | 6,421 00 | | | 6,421 00 |
| Water and fuel stations. | | 11 55 | | 11 55 |
| Dock and wharf property. | 5,475 56 | 17,103 48 | | 22,579 04 |
| Equipment. | 310,325 32 | | \$ 11,774 78 | 298,550 54 |
| Other additions and betterments. | 449 66 | | | 449 66 |
| Total—State of Virginia. | \$ 518,761 23 | \$ 33,066 44 | \$ 11,774 78 | \$ 540,052 89 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Engineering..... | | \$ 7,220 02 | \$ 7,220 02 |
| Right of way and station grounds..... | \$ 62,021 21 | 119,523 04 | 181,544 25 |
| Real estate..... | | 7,863 17 | 7,863 17 |
| Grading..... | 14,964 62 | 107,492 96 | 122,457 58 |
| Bridges, trestles and culverts..... | 2,508 69 | 65,461 39 | 67,970 08 |
| Ties..... | 39,366 68 | 103,152 68 | 142,519 36 |
| Rails..... | 59,528 19 | 194,512 48 | 254,040 67 |
| Frogs and switches..... | 6,724 24 | 20,795 67 | 27,519 91 |
| Track fastenings and other material..... | 21,919 75 | 44,382 11 | 66,301 86 |
| Ballast..... | 8,021 05 | 34,039 86 | 42,060 91 |
| Track laying and surfacing..... | 13,670 83 | 74,440 50 | 88,111 33 |
| Crossings and signs..... | 1,262 90 | 27,036 71 | 28,329 61 |
| Interlocking and other signal apparatus..... | 68 45 | 30,346 97 | 30,415 42 |
| Telegraph and telephone lines..... | 2,700 93 | 21,434 50 | 24,135 43 |
| Station buildings and fixtures..... | 17,523 99 | 33,468 99 | 50,992 98 |
| Shops, enginehouses and turntables..... | Cr. 1,839 40 | 168,437 28 | 166,597 88 |
| Shop machinery and tools..... | 6,421 00 | 44,645 16 | 51,066 16 |
| Water stations..... | 11 55 | 9,800 52 | 9,812 07 |
| Dock and wharf property..... | 22,579 04 | 78,816 10 | 101,395 14 |
| Miscellaneous structures..... | 449 66 | 5,013 76 | 5,463 42 |
| Total..... | \$ 277,933 38 | \$1,197,893 87 | \$ 1,475,827 25 |
| II. EQUIPMENT: | | | |
| Steam locomotives..... | \$ 1,834 75 | \$ 143,801 08 | \$ 141,966 33 |
| Passenger-train cars..... | 14,411 80 | 40,008 15 | 54,419 95 |
| Freight-train cars..... | 531,611 23 | 515,445 43 | 1,047,056 66 |
| Work equipment..... | 2,318 62 | 26,922 17 | 29,240 79 |
| Floating equipment..... | 10,658 50 | 523,252 25 | 533,910 75 |
| Total..... | \$ 557,165 40 | \$1,249,429 08 | \$ 1,806,594 48 |
| RECAPITULATION | | | |
| I. Road..... | \$ 277,933 38 | \$1,197,893 87 | \$ 1,475,827 25 |
| II. Equipment..... | 557,165 40 | 1,249,429 08 | 1,806,594 48 |
| Total—Entire line..... | \$ 835,098 78 | \$2,447,322 95 | \$ 3,282,421 73 |
| Total—State of Virginia..... | \$ 540,052 89 | \$1,798,849 87 | \$ 2,338,902 76 |

STATE OF VIRGINIA.

| | | | |
|--|----------------------|----------------------|------------------------|
| I. ROAD: | | | |
| Engineering..... | | \$ 5,417 74 | \$ 5,417 74 |
| Right of way and station grounds..... | \$ 56,831 39 | 91,206 77 | 148,038 16 |
| Real estate..... | | 7,863 17 | 7,863 17 |
| Grading..... | 13,984 07 | 83,159 28 | 97,143 35 |
| Bridges, trestles and culverts..... | 2,305 07 | 8,599 12 | 10,904 19 |
| Ties..... | 26,421 06 | 70,190 77 | 106,611 83 |
| Rails..... | 62,737 51 | 125,636 80 | 178,373 71 |
| Frogs and switches..... | 5,716 77 | 14,806 86 | 20,523 63 |
| Track fastenings and other material..... | 17,760 21 | 26,720 25 | 44,417 46 |
| Ballast..... | 8,021 05 | 24,036 35 | 32,569 40 |
| Track laying and surfacing..... | 11,848 77 | 57,038 35 | 68,887 12 |
| Crossings and signs..... | 1,262 90 | 26,763 22 | 28,056 13 |
| Interlocking and other signal apparatus..... | Cr. 200 00 | 20,421 55 | 20,221 55 |
| Telegraph and telephone lines..... | 56 32 | 13,433 76 | 13,520 08 |
| Station buildings and fixtures..... | 5,063 38 | 30,685 78 | 35,799 16 |
| Shops, enginehouses and turntables..... | 215 60 | 168,437 28 | 168,652 88 |
| Shop machinery and tools..... | 6,421 00 | 44,645 16 | 51,066 16 |
| Water stations..... | 11 55 | 1,815 08 | 1,826 63 |
| Dock and wharf property..... | 22,579 04 | 67,158 75 | 89,737 79 |
| Miscellaneous structures..... | 449 66 | 4,708 60 | 5,158 26 |
| Total—State of Virginia..... | \$ 241,502 35 | \$ 893,058 02 | \$ 1,134,560 37 |

NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY 397

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|-----------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 4,768,029 56 | \$ 2,503,774 98 |
| Equipment..... | 1,297,039 37 | 1,062,811 17 |
| Investment since June 30, 1907..... | 3,282,421 73 | 2,338,902 76 |
| Total..... | \$ 9,347,490 66 | \$ 5,905,488 91 |
| Reserve for accrued depreciation—Cr..... | 1,000,127 02 | 805,428 25 |
| Net total..... | \$ 8,287,363 64 | \$ 5,100,060 66 |
| Cost per mile of line..... | 73,904 32 | 86,441 71 |

INCOME STATEMENT.

| | |
|--|-----------------|
| RAILWAY OPERATING INCOME: | |
| Rail operations—Revenues..... | \$ 3,781,499 84 |
| Rail operations—Expenses..... | 2,842,513 43 |
| Net revenue—Rail operations..... | \$ 938,986 41 |
| Net railway operating revenue..... | \$ 938,986 41 |
| Railway tax accruals..... | 96,872 76 |
| Railway operating income..... | \$ 842,113 65 |
| OTHER INCOME: | |
| Miscellaneous rent income..... | \$ Def.1,390 07 |
| Dividend income..... | 12,331 50 |
| Income from funded securities..... | 775 21 |
| Income from unfunded securities and accounts..... | 25,605 31 |
| Income from sinking and other reserve funds..... | 50,583 53 |
| Total other income..... | 87,905 48 |
| Gross income..... | \$ 930,019 13 |
| DEDUCTIONS FROM GROSS INCOME: | |
| Hire of equipment—Debit balance..... | \$ 220,290 05 |
| Joint facility rent deductions..... | 1,524 17 |
| Miscellaneous rent deductions..... | 99 08 |
| Interest deductions for funded debt..... | 173,333 33 |
| Total deductions..... | 395,246 58 |
| Net income..... | \$ 534,772 55 |
| DISPOSITION OF NET INCOME: | |
| Appropriations of income to sinking and other reserve funds..... | \$ 50,583 53 |
| Dividend appropriations of income..... | 300,000 00 |
| Appropriations of income for additions and betterments..... | 116,990 70 |
| | 467,574 23 |
| Income balance transferred to credit of profit and loss..... | \$ 67,198 32 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|----------------|-----------------|
| Balance (at beginning of fiscal period)..... | | \$ 979,243 89 |
| Credit balance transferred from income account..... | | 67,198 32 |
| Appropriations of surplus to sinking and other reserve funds..... | \$ 50,000 00 | |
| Debt discount extinguished through surplus..... | 30,000 00 | |
| Loss on retired road and equipment..... | 830 81 | |
| Miscellaneous debits..... | 243 63 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | 965,367 77 | |
| Total..... | \$1,046,442 21 | \$ 1,046,442 21 |

Explanatory Remarks.

Property Abandoned, Charged to Profit and Loss.

| DESCRIPTION OF PROPERTY | Date Abandoned | Amount Charged off |
|---|------------------|--------------------|
| ENTIRE LINE: | | |
| Kistler's siding (near Belle Haven, Va.)..... | Jan. 24, 1912... | \$ 555 76 |
| Cabin track, Delmar, Del..... | Jan. 26, 1912... | 275 06 |
| Total..... | | \$ 830 81 |
| STATE OF VIRGINIA: | | |
| Kistler's siding (near Belle Haven, Va.)..... | Jan. 24, 1912... | \$ 555 76 |

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Per Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|----------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| | | | | | | | |
| Capital stock..... | 6 | | \$ 2,500,000 | \$150,000 00 | | 1912 | 1912 |
| Capital stock..... | 6 | | 2,500,000 | 150,000 00 | | 1913 | 1913 |
| Total..... | | | | \$300,000 00 | | | |

SECURITIES OWNED—STOCKS.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | UNFLEDGED | | DIVIDENDS DECLARED | |
|---|--------------------|-----------------------|--------------------|--------------|
| | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: Railway companies—Active: Cape Charles Railroad Company..... | \$ 131,000 00 | \$ 131,000 00 | 9 | \$ 11,790 00 |
| Stocks of companies not proprietary, affiliated, or controlled held for investment: Railway companies—Active: Norfolk and Western Railway Company | ----- | ----- | 4 | \$ 541 50 |

Marketable Securities—Stocks.

| NAME OF CORPORATION AND SECURITY | Par Value of Securities Owned | Cost or Book Value | DIVIDENDS DECLARED | |
|---|-------------------------------------|-----------------------|--------------------|--------|
| | | | Rate | Amount |
| Railway companies—Active: Norfolk and Portsmouth Belt Line Railroad Company..... | \$ 7,200 00 | \$ 7,708 11 | ----- | ----- |
| Other than railway companies—Active: Giant Portland Cement Co., preferred.. | 550 00 | 568 68 | ----- | ----- |
| Giant Portland Cement Co., common.. | 250 00 | 284 34 | ----- | ----- |
| Other than railway companies—Inactive: Portsmouth Water Front Land Co..... | 3,000 00 | 2,400 00 | ----- | ----- |
| Total..... | \$ 11,000 00 | \$ 10,961 13 | ----- | ----- |

Marketable Securities—Funded Debt.

| NAME OF CORPORATION AND SECURITY | Par Value of Securities Owned | Cost or Book Value | INTEREST ACCRUED | |
|---|-------------------------------------|-----------------------|------------------|-----------|
| | | | Rate | Amount |
| Railway Companies—Active: Norfolk and Western Railway Co., convertible 4½ per cent. gold bonds. | \$ 82,000 00 | \$ 84,050 00 | 4½ | \$ 772 44 |
| Other than railway companies—Active: Giant Portland Cement Co., 1st mortgage 6% serial gold bonds..... | ----- | ----- | 6 | 2 77 |
| Total..... | \$ 82,000 00 | \$ 84,050 00 | ----- | \$ 775 21 |

SUMMARY OF SECURITIES OWNED. .

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | Par Value | Dividends or Interest |
|---|----------------------|-----------------------|
| STOCKS: | | |
| Stocks of railway companies—Active..... | \$ 138,200 00 | \$ 12,331 50 |
| Stocks of other than railway companies—Active..... | 800 00 | ----- |
| Stocks of other than railway companies—Inactive..... | 3,000 00 | ----- |
| Total | \$ 142,000 00 | \$ 12,331 50 |
| FUNDED DEBT: | | |
| Funded debt of railway companies—Active..... | \$ 82,000 00 | \$ 772 44 |
| Funded debt of other than railway companies—Active..... | ----- | 2 77 |
| Total | \$ 82,000 00 | \$ 775 21 |

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission?—No.

SINKING AND OTHER FUNDS.

Income and Disbursements During the Year.

| NAME OF FUND | INCOME | | | | Disbursements |
|--|----------------------------|---------------------------------|----------------------|--------------|---------------|
| | Cash Appropriation to Fund | Income to Fund from Investments | Other Income to Fund | Total | |
| <i>Sinking and Redemption Funds:</i> | | | | | |
| Sinking fund of the New York, Philadelphia and Norfolk R. R. Co..... | ----- | \$ 50,515 75 | \$ 67 78 | \$ 50,583 53 | ----- |
| Insurance and other reserve funds..... | \$ 50,000 00 | ----- | ----- | \$ 50,000 00 | \$ 20 75 |

SINKING AND OTHER FUNDS—CONTINUED.

Assets on June 30, 1913.

| NAME OF FUND AND SECURITY | SECURITIES IN FUND | | Cash in Fund | Total |
|--|--------------------|--------------------|--------------|---------------|
| | Par Value | Cost or Book Value | | |
| <i>Sinking and Redemption Funds:</i> | | | | |
| Sinking fund, New York, Philadelphia and Norfolk R. R. Co.: | | | | |
| 20 Norfolk and Portsmouth Belt Line R. R. Co. 5 per cent. bonds..... | \$ 20,000 00 | \$ 20,750 00 | ----- | \$ 20,750 00 |
| 26 Cons. Traction N. J. 5 per cent. bonds | 26,000 00 | 28,837 50 | ----- | 28,837 50 |
| 68 J. C. H. and Patterson St. Ry. Co. 4 per cent. bonds..... | 68,000 00 | 54,710 00 | ----- | 54,710 00 |
| 75 U. S. Steel Sinking Fund 5 per cent. bonds..... | 75,000 00 | 71,603 75 | ----- | 71,603 75 |
| 25 Elmira and Williamsport R. R. Co. 4 per cent. bonds..... | 25,000 00 | 25,056 33 | ----- | 25,056 33 |
| 95 Alleghany Valley Ry. Co. 4 per cent. bonds..... | 95,000 00 | 95,467 00 | ----- | 95,467 00 |
| 13 N. Y. P. and N. R. R. Co. 4 per cent. stock trust certificates..... | 13,000 00 | 13,007 22 | ----- | 13,007 22 |
| 1,000 shares Norfolk and Western Ry. Co., preferred..... | 100,000 00 | 78,125 00 | ----- | 78,125 00 |
| 4,468 shares Norfolk and Western Ry. Co., common..... | 446,800 00 | 382,487 46 | ----- | 382,487 46 |
| 5,223 shares Baltimore, Chesapeake and Atlantic Ry. Co., preferred..... | 261,250 00 | 131,023 06 | ----- | 131,023 06 |
| 5,000 shares Baltimore, Chesapeake and Atlantic Ry. Co., common..... | 250,000 00 | 25,000 00 | ----- | 25,000 00 |
| | | | \$ 10,031 18 | 10,031 18 |
| Total..... | \$1,380,050 00 | \$926,067 32 | \$ 10,031 18 | \$ 936,098 50 |
| <i>Insurance and Other Reserve Funds:</i> | | | | |
| 44,000 Phila. and Erie R. R. Co. general mortgage 6 per cent. bonds..... | \$ 44,000 00 | \$ 49,385 95 | \$ 593 30 | \$ 49,979 25 |

RESERVES FROM INCOME OR SURPLUS.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|--|-------------------------|----------------------------|-------------------------------|-------------------------|
| <i>Invested in Sinking and Redemption Funds:</i> | | | | |
| Sinking Fund of the New York, Philadelphia and Norfolk R. R. Co. | \$885,514 97 | \$ 50,583 53 | ----- | \$ 936,098 50 |
| Invested in other reserve funds.. | ----- | \$ 50,000 00 | \$ 20 75 | \$ 49,979 25 |
| Not specifically invested..... | \$382,562 57 | \$ 116,990 70 | \$ 45,257 18 | \$ 454,296 09 |

SPECIAL DEPOSITS.

| DESIGNATION OF DEPOSIT AND DESCRIPTION OF SECURITY OR PROPERTY | SECURITIES | | Cash | Total |
|--|------------|--------------------|--------------|---------------|
| | Par Value | Cost or Book Value | | |
| Fidelity Trust Co., Philadelphia..... | ----- | ----- | \$458,250 00 | \$ 458,250 00 |

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RENTS RECEIVABLE. *Miscellaneous Rent Income.*

| DESCRIPTION AND LOCATION OF PROPERTY | Gross Rents | Expenses | Amount |
|--|-------------|-------------|------------------|
| Rental of sundry properties not used in connection with the operation of railroad..... | \$ 1,008 72 | \$ 2,388 79 | Def. \$ 1,390 07 |

RENTS PAYABLE. *Joint Facility Rent Deductions.*

| FACILITY LEASED | LOCATION | NAME OF LESSOR | AMOUNT |
|------------------------------|-----------------------|-----------------------------|-------------|
| Yards and Terminals: | | | |
| Water station..... | Delmar, Del..... | P. B. & W. R. R. Co..... | \$ 49 59 |
| Interchange yard..... | Delmar, Del..... | P. B. & W. R. R. Co..... | 594 00 |
| Interchange yard..... | Port Norfolk, Va..... | N. & P. B. L. R. R. Co..... | 647 26 |
| Yard and icing platform..... | Norfolk, Va..... | N. & W. Ry. Co..... | 233 32 |
| Total..... | | | \$ 1,524 17 |

Miscellaneous Rent Deductions.

| DESCRIPTION OF PROPERTY | LOCATION | NAME OF LESSOR | AMOUNT |
|-------------------------|-----------------------|----------------------------|----------|
| Oyster grounds..... | Cape Charles, Va..... | C. E. Roberts..... | \$ 49 03 |
| Rent of land..... | Beaver Dam, Md..... | Mrs. Sallie C. Taylor..... | 50 00 |
| Total..... | | | \$ 99 03 |

HIRE OF EQUIPMENT. *Equipment Interchanged.*

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|------------------------------------|--------------------------------------|-----------------------------------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCURED ON EQUIPMENT BORROWED: | | | | | |
| Freight locomotives..... | 204½ | \$10 00 12 00 18 27 22 50 | 25,880 | 17-10c, 50c 17 66 per M. | \$ 3,686 67 |
| Passenger-train cars..... | 328 | 6 47 | 1,221,053 | 1½, 2, 2½, 3, 4, 5c | 42,312 81 |
| Freight-train cars..... | 908,830 | {30, 35, 45c} | ----- | ----- | 362,080 33 |
| Total..... | 909,862½ | ----- | 1,246,933 | ----- | \$ 408,079 81 |
| ACCURED ON EQUIPMENT LOANED: | | | | | |
| Freight locomotives..... | 51 1-24 | \$ 2 25 | 14,660 | \$10 00 per M. | \$ 1,580 83 |
| Passenger-train cars..... | ----- | ----- | 1,032,957 | 1½, 2, 3, 4, 5c. | 27,121 81 |
| Freight-train cars..... | 421,881 | {30, 35, 45c} | ----- | ----- | 166,685 71 |
| Total..... | 421,932 1-24 | ----- | 1,047,617 | ----- | \$ 195,388 35 |

HIRE OF EQUIPMENT—CONTINUED.

*Private Cars.**Mileage Paid Private Car Companies During the Year July 1, 1912, to June 30, 1913, Inclusive.*

| NAME OF OWNER | Description | Miles | Rate | Amount | |
|--|--------------|---------|---------------|-------------|-------------|
| Armour Car Lines..... | Ref..... | 199,608 | $\frac{3}{4}$ | \$ 1,497 75 | |
| Armour Car Lines..... | Box..... | 285 | 6-10 | | |
| American Cotton Oil Co..... | Tank..... | 380,653 | $\frac{3}{4}$ | | \$ 1,499 46 |
| Atlantic Seaboard Despatch..... | Ref..... | 1,140 | $\frac{3}{4}$ | | 2,854 92 |
| Arms Palace Horse Car Co..... | Stock..... | 1,459 | 6-10 | | 8 55 |
| American Refrigerator Transit Co..... | Ref..... | 4,316 | $\frac{3}{4}$ | | 8 76 |
| Bower Chemical Mfg. Co., Henry..... | Tank..... | 3,013 | $\frac{3}{4}$ | | 32 39 |
| Barber Asphalt Paving Co..... | Tank..... | 3,406 | $\frac{3}{4}$ | | 22 59 |
| Babbett Co., Inc., B. T..... | Tank..... | 131 | $\frac{3}{4}$ | | 25 55 |
| Barrett Mfg. Co..... | Tank..... | 28,260 | $\frac{3}{4}$ | | 98 |
| Beaver Refining Co..... | Tank..... | 3,852 | $\frac{3}{4}$ | | 211 96 |
| Brill Co., J. G..... | Flat..... | 2,945 | 6-10 | | 28 90 |
| Chicago, New York and Boston Refg. Co..... | Ref..... | 1,748 | $\frac{3}{4}$ | | 17 67 |
| Cold Blast Transportation Co..... | Ref..... | 1,140 | $\frac{3}{4}$ | | 13 11 |
| Cleveland Provision Co..... | Ref..... | 10,039 | $\frac{3}{4}$ | | 8 57 |
| Consolidated Dressed Beef Co..... | Stock..... | 380 | 6-10 | | 75 30 |
| Central Fruit Despatch..... | Ref..... | 1,418 | $\frac{3}{4}$ | | 2 28 |
| Crescent Tank Line..... | Tank..... | 655 | $\frac{3}{4}$ | | 10 64 |
| Chicago Refrigerator Despatch Co..... | Ref..... | 490 | $\frac{3}{4}$ | | 4 92 |
| Charleston Refining Co..... | Tank..... | 1,441 | $\frac{3}{4}$ | | 3 67 |
| Cudahy Refrigerator Line..... | Ref..... | 2,368 | $\frac{3}{4}$ | | 10 81 |
| DuPont DeNemours P. Co., E. I..... | Tank..... | 655 | $\frac{3}{4}$ | | 17 76 |
| Doud Stock Car Co..... | Stock..... | 12 | 6-10 | | 4 92 |
| Ellsworth & Cross..... | Ref..... | 238 | $\frac{3}{4}$ | | 07 |
| Florida Cotton Oil Co..... | Tank..... | 393 | $\frac{3}{4}$ | | 1 79 |
| Fox River Despatch..... | Ref..... | 76 | $\frac{3}{4}$ | | 2 95 |
| Frisco Refrigerator Line..... | Ref..... | 570 | $\frac{3}{4}$ | | 57 |
| Gulf Refining Co..... | Tank..... | 12,450 | $\frac{3}{4}$ | | 4 28 |
| German American Car Lines..... | Tank..... | 19,993 | $\frac{3}{4}$ | | 93 38 |
| Garrett Wine Co..... | Tank..... | 1,107 | $\frac{3}{4}$ | | 149 96 |
| Great Western Oil Refining Co..... | Tank..... | 576 | $\frac{3}{4}$ | | 8 31 |
| General Electric Co..... | Flat..... | 950 | 6-10 | | 4 32 |
| Heald & Co., Inc., John H..... | Tank..... | 262 | $\frac{3}{4}$ | | 5 70 |
| Heins Co., H. J..... | Ref..... | 12 | $\frac{3}{4}$ | | 1 97 |
| Hammond Standish & Co., Car Lines..... | Ref..... | 190 | $\frac{3}{4}$ | | 09 |
| Independent Refining Co., Ltd..... | Tank..... | 262 | $\frac{3}{4}$ | | 1 42 |
| Indian Refining Co..... | Tank..... | 3,398 | $\frac{3}{4}$ | | 1 98 |
| Jamison Coal and Coke Co..... | Hopper..... | 12 | 6-10 | | 25 49 |
| Kingan Refrigerator Line..... | Ref..... | 897 | $\frac{3}{4}$ | | 07 |
| Kellogg & Son, Spencer..... | Tank..... | 452 | $\frac{3}{4}$ | | 6 72 |
| Liye, F. W..... | Box..... | 423 | 6-10 | | 3 39 |
| Loyal Hanna Coal and Coke Co..... | Gondola..... | 190 | 6-10 | | 2 54 |
| Marion Extract Co..... | Tank..... | 3,275 | $\frac{3}{4}$ | | 1 14 |
| Mosley Refrigerator Express..... | Ref..... | 76 | $\frac{3}{4}$ | | 24 57 |
| Milwaukee Refgr. Transit and Car Co..... | Ref..... | 2,280 | $\frac{3}{4}$ | | 57 |
| Merchants Despatch Transportation Co..... | Ref..... | 23,049 | $\frac{3}{4}$ | | 17 11 |
| Missouri River Despatch..... | Ref..... | 1,965 | $\frac{3}{4}$ | | 172 86 |
| Mather Horse and Stock Car Co..... | Stock..... | 1,045 | 6-10 | | 14 75 |
| Morrell Refrigerator Line..... | Ref..... | 570 | $\frac{3}{4}$ | | 6 27 |
| Morris & Co..... | Ref..... | 943 | $\frac{3}{4}$ | | 4 28 |
| National Transp. and Terminal Co..... | Tank..... | 131 | $\frac{3}{4}$ | | 7 08 |
| National Despatch Line..... | Ref..... | 190 | $\frac{3}{4}$ | | 98 |
| National Despatch Line..... | Box..... | 167 | 6-10 | 1 43 | |
| National Carbon Co., The..... | Tank..... | 2,096 | $\frac{3}{4}$ | 1 00 | 2 43 |
| Pacific Fruit Express..... | Ref..... | 3,522 | $\frac{3}{4}$ | | 15 74 |
| Portsmouth Cotton Oil Refining Co..... | Tank..... | 46,829 | $\frac{3}{4}$ | | 26 43 |
| Pittsburgh Coal Co..... | Gondola..... | 64 | 6-10 | | 351 20 |
| Philadelphia Quarts Co..... | Tank..... | 5,780 | $\frac{3}{4}$ | | 38 |
| Penna. Coal and Coke Corp..... | Hopper..... | 108 | 6-10 | | 43 37 |
| Peerless Transit Line..... | Tank..... | 131 | $\frac{3}{4}$ | | 66 |
| Proctor & Gamble Transp. Co..... | Tank..... | 131 | $\frac{3}{4}$ | | 98 |
| Rainey, W. J..... | Gondola..... | 760 | 6-10 | | 98 |
| Swift Refrigerator Line..... | Ref..... | 10,302 | $\frac{3}{4}$ | | 4 56 |
| Southern Cotton Oil Co..... | Tank..... | 7,765 | $\frac{3}{4}$ | | 77 28 |
| St. Louis Refrigerator Car Co..... | Ref..... | 1,520 | $\frac{3}{4}$ | | 58 23 |
| Solvay Process Co..... | Tank..... | 131 | $\frac{3}{4}$ | | 11 40 |
| Southern Refining Co..... | Tank..... | 1,048 | $\frac{3}{4}$ | | 98 |
| Santa Fe Refrigerator Despatch Co..... | Ref..... | 4,455 | $\frac{3}{4}$ | | 7 86 |
| Stern & Sons, Joseph..... | Stock..... | 190 | 6-10 | | 33 40 |
| Streets Western Stable Car Line..... | Stock..... | 1,704 | 6-10 | | 1 14 |
| | | | | | 10 22 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars—Continued.

| NAME OF OWNER | Description | Miles | Rate | Amount | |
|--|--------------|-----------|---------------|--------|-------------|
| Seaboard Refining Co., Ltd..... | Tank..... | 131 | $\frac{3}{4}$ | | \$ 98 |
| Texas Co., The..... | Tank..... | 30,554 | $\frac{3}{4}$ | | 229 16 |
| Titusville Oil Works..... | Tank..... | 917 | $\frac{3}{4}$ | | 6 88 |
| Union Tank Line Co..... | Tank..... | 97,049 | $\frac{3}{4}$ | | 727 89 |
| United Coal Co..... | Gondola..... | 593 | 6-10 | | 3 56 |
| Union Refrigerator Transit Co..... | Ref..... | 7,193 | $\frac{3}{4}$ | | 53 96 |
| United Gas Improvement Co..... | Tank..... | 16,054 | $\frac{3}{4}$ | | 120 41 |
| Yenire Transportation Co..... | Flat..... | 760 | 6-10 | | 4 56 |
| Virginia Tank Car Corporation..... | Tank..... | 44,153 | $\frac{3}{4}$ | | 331 19 |
| Western Heater Despatch..... | Ref..... | 95 | $\frac{3}{4}$ | 71 | |
| Western Heater Despatch..... | Box..... | 76 | 6-10 | 46 | |
| Wyrkoff Pipe and Creosoting Co..... | Tank..... | 4,883 | $\frac{3}{4}$ | | 1 17 |
| Westinghouse Electric and Mfg. Co..... | Flat..... | 914 | 6-10 | | 36 64 |
| Westinghouse Machine Co., The..... | Flat..... | 190 | 6-10 | | 5 49 |
| | | | | | 1 14 |
| Total..... | | 1,015,744 | | | \$ 7,598 59 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|---------------|
| Equipment interchanged..... | \$ 195,388 35 | \$ 408,079 81 |
| Private cars..... | | 7,598 59 |
| Total..... | \$ 195,388 35 | \$ 415,678 40 |
| Balance, as shown in income statement..... | | 220,290 05 |

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX | SPECIFIC TAX | | | Internal Revenue U. S. Government | TOTAL |
|--------------------|--|------------------------------|--|--|-----------------------------------|-------------|
| | On the Value of Real and Personal Property | On Stocks Bonds, Loans, Etc. | On Gross or Net Earnings, Revenue or Dividends | On Traffic, or Some Physical Quality of Property Operated, or on Privilege | | |
| Maryland..... | \$ 7,814 91 | | \$31,216 36 | | | \$39,031 27 |
| Virginia..... | 30,323 78 | \$ 25 00 | 21,670 53 | | | 52,019 31 |
| | | | | | \$5,822 18 | \$ 5,822 18 |
| Total..... | \$ 38,138 69 | \$ 25 00 | \$52,886 89 | | \$5,822 18 | \$96,872 76 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

During the year ended June 30, 1913, changes have been made in tracks as follows:

| | | | |
|---|-------------|------------|-------------------------|
| <i>Additions:</i> | | | |
| Main line—Second track..... | 14.54 miles | | |
| Branches and spurs—Yard track and sidings..... | 2.22 miles | | |
| | | | 16.76 miles |
| <i>Decreases:</i> | | | |
| Main line—Yard track and sidings..... | 3.29 miles | | |
| Private sidings off right of way, yard track and sidings..... | .02 miles | 3.31 miles | |
| | | | |
| Total net additions..... | | | 13.45 mile _s |

\$1,000,000.00 Pennsylvania general freight equipment trust 4 per cent. certificates, series "G".

During the year covered by this report, changes have been made in the securities held in the sinking fund, as follows:

| | | | |
|--|----|--------|--------------|
| <i>Additions:</i> | | | |
| 608 shares Norfolk and Western Railway Company, common stock..... | \$ | 61,065 | 77 |
| \$7,000 Norfolk and Western Railway Company conv. 4 per cent. gold bonds..... | | 7,096 | 44 |
| | | | |
| | | | \$ 68,162 21 |
| <i>Deductions:</i> | | | |
| \$27,000 Norfolk and Western Railway Company conv. 4 per cent. gold bonds exchanged for 270 shares Norfolk and Western Railway Company common stock..... | | 27,265 | 77 |
| | | | |
| | | | \$ 40,896 44 |

And the following changes have been made in the company's holdings of stocks and funded debt:

| | | | |
|--|----|--------|---------------|
| <i>Additions:</i> | | | |
| 600 shares Cape Charles Railroad Company..... | \$ | 33,000 | 00 |
| \$82,000 Norfolk and Western Railway Company conv. 4½ per cent. gold bonds... | | 84,050 | 00 |
| 11 shares Giant Portland Cement Co., preferred..... | | 568 | 68 |
| 5 shares Giant Portland Cement Co., common..... | | 284 | 34 |
| Giant Portland Cement Co., 1st mortgage 6 per cent. serial gold bonds..... | | 284 | 34 |
| | | | |
| | | | \$ 118,187 36 |
| <i>Deductions:</i> | | | |
| Giant Portland Cement Co., 1st mortgage 6 per cent. serial gold bonds..... | \$ | 284 | 34 |
| \$ 7,000 Norfolk and Western Ry. Co. conv. 4 per cent. gold bonds sold and 33,800 Norfolk and Western Ry. Co. conv. 4 per cent. gold bonds exchanged for 338 shares Norfolk and Western Ry. Co. common stock and sold..... | | 40,804 | 62 |
| | | | |
| | | | \$ 41,088 96 |
| | | | |
| Increase..... | | | \$ 77,098 40 |

And the following securities have been purchased for the company's insurance fund:

| | | | |
|---|----|--------|----|
| 44,000 Philadelphia and Erie R. R. Co's general mortgage 6 per cent. bonds..... | \$ | 40,385 | 95 |
|---|----|--------|----|

NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY 407

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|------------------|---|------------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 4,768,029 56 | Road..... | \$ 4,768,029 56 | |
| 1,297,039 37 | Equipment..... | 1,297,039 37 | |
| | Investment since June 30, 1907: | | |
| 1,197,893 87 | Road..... | 1,475,827 25 | \$ 277,933 38 |
| 1,249,429 06 | Equipment..... | 1,806,594 48 | 557,165 40 |
| | | | |
| \$ 8,512,391 88 | | \$ 9,347,490 66 | \$ 835,098 78 |
| 865,604 76 | Reserve for accrued depreciation—Cr..... | 1,060,127 02 | 194,522 26 |
| | | | |
| \$ 7,646,787 12 | Total..... | \$ 8,287,363 64 | \$ 640,576 52 |
| | <i>II. Securities:</i> | | |
| | Securities of proprietary, affiliated and controlled companies—Unpledged: | | |
| \$ 98,000 00 | Stocks..... | \$ 131,000 00 | \$ 33,000 00 |
| | | | |
| \$ 31,949 45 | <i>III. Other Investments:</i> | | |
| | Advances to proprietary, affiliated and con- trolled companies for construction, equip- ment and betterments..... | | \$ *31,949 45 |
| | | | |
| | WORKING ASSETS | | |
| \$ 402,617 32 | Cash..... | \$ 493,179 06 | \$ 90,561 74 |
| | Marketable securities: | | |
| 10,108 11 | Stocks..... | 10,961 13 | 853 02 |
| 40,804 62 | Funded debt..... | 84,050 00 | 43,245 38 |
| 591,480 25 | Traffic and car-service balances due from other companies..... | 512,869 87 | *78,610 38 |
| 93,808 98 | Net balance due from agents and conductors..... | 96,137 48 | 2,328 50 |
| 76,049 11 | Miscellaneous accounts receivable..... | 92,252 87 | 16,203 76 |
| 174,120 15 | Materials and supplies..... | 159,066 17 | *15,063 98 |
| | | | |
| \$ 1,388,989 54 | Total..... | \$ 1,448,517 58 | \$ 59,528 04 |
| | DEFERRED DEBIT ITEMS | | |
| | Advances: | | |
| \$ 4,773 49 | Working funds..... | \$ 4,813 24 | \$ 39 75 |
| 25,543 95 | Other advances..... | 30,878 25 | 5,334 30 |
| 21,710 50 | Rents and insurance paid in advance..... | 21,732 90 | 22 10 |
| | Special deposits..... | 458,250 00 | 458,250 00 |
| 885,514 97 | Cash and securities in sinking and redemp- tion funds..... | 936,098 50 | 50,583 53 |
| | Cash and securities in insurance and other funds..... | 49,979 25 | 49,979 25 |
| 31,066 76 | Other deferred debit items..... | 44,090 51 | 13,023 75 |
| | | | |
| \$ 968,629 97 | Total..... | \$ 1,545,842 65 | \$ 577,212 68 |
| \$ 10,124,356 06 | Grand total..... | \$ 11,412,723 87 | \$ 1,278,367 79 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 2,500,000 00 | Common stock..... | \$ 2,500,000 00. | |
| | | | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 2,600,000 00 | Mortgage bonds..... | \$ 2,600,000 00 | |
| 1,000,000 00 | Income bonds..... | 1,000,000 00 | |
| | Equipment trust obligations..... | 900,000 00 | \$ 900,000 00 |
| | | | |
| \$ 3,600,000 00 | Total..... | \$ 4,500,000 00 | \$ 900,000 00 |
| | WORKING LIABILITIES | | |
| \$ 491,470 03 | Traffic and car-service balances due to other companies..... | \$ 555,004 94 | \$ 63,534 91 |
| 222,384 07 | Audited vouchers and wages unpaid..... | 433,128 94 | 110,744 87 |
| 1,761 61 | Miscellaneous accounts payable..... | 2,707 16 | 945 55 |
| 54,140 00 | Matured interest, dividends and rents unpaid..... | 52,240 00 | *1,900 00 |
| | | | |
| \$ 869,755 71 | Total..... | \$ 1,043,081 04 | \$ 173,325 33 |

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

| JUNE 30, 1912 | LIABILITIES—CONTINUED. | JUNE 30, 1913 | Increase or Decrease |
|------------------|--|------------------|-------------------------|
| Amount | | Amount | |
| | ACCRUED LIABILITIES NOT DUE | | |
| | Unmatured interest, dividends and rents payable..... | \$ 3,000 00 | \$ 3,000 00 |
| \$ 2,758 59 | Taxes accrued..... | 1,123 69 | *1,634 90 |
| \$ 2,758 59 | Total..... | \$ 4,123 69 | \$ 1,365 10 |
| | APPROPRIATED SURPLUS | | |
| \$ 914,520 35 | Additions to property since June 30, 1907, through income..... | \$ 959,777 53 | \$ 45,257 18 |
| 885,514 97 | Invested in sinking and redemption funds... | 936,098 50 | 50,583 53 |
| 382,562 57 | Invested in other reserve funds..... | 49,979 25 | 49,979 25 |
| | Not specifically invested..... | 454,296 09 | 71,733 52 |
| \$ 2,182,597 89 | Total..... | \$ 2,400,151 37 | \$ 217,553 48 |
| | PROFIT AND LOSS | | |
| \$ 979,243 89 | Balance..... | \$ 965,367 77 | \$ *13,876 12 |
| \$ 10,134,356 08 | Grand total..... | \$ 11,412,723 87 | \$ 1,278,367 79 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|-------------------------------------|---|--------------------------|-----------|
| | Tons | Tons | Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 1,613 | 9,717 | 11,330 | .30 |
| Flour..... | 980 | 23,858 | 24,838 | .65 |
| Other mill products..... | 2,723 | 6,084 | 8,807 | .23 |
| Hay..... | 845 | 16,402 | 17,247 | .45 |
| Tobacco..... | 142 | 4,733 | 4,875 | .13 |
| Cotton..... | 21,145 | 2,308 | 23,453 | .62 |
| Fruit and vegetables..... | 307,556 | 80,302 | 387,858 | 10.19 |
| Other products of agriculture..... | 2,534 | 12,116 | 14,650 | .39 |
| Total..... | 337,538 | 155,520 | 493,058 | 12.96 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 1,210 | 1,435 | 2,645 | .07 |
| Dressed meats..... | 257 | 548 | 805 | .02 |
| Other packing-house products..... | 742 | 6,192 | 6,936 | .18 |
| Poultry, game and fish..... | 9,769 | 2,855 | 12,624 | .33 |
| Wool..... | 5 | 28 | 33 | ----- |
| Hides and leather..... | 140 | 964 | 1,104 | .03 |
| Other products of animals..... | 1,167 | 9,721 | 10,888 | .29 |
| Total..... | 13,290 | 21,745 | 35,035 | .92 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | ----- | 82,903 | 82,903 | 2.18 |
| Bituminous coal..... | 45 | 84,710 | 84,755 | 2.23 |
| Coke..... | ----- | 254 | 254 | .01 |
| Ores..... | 21 | 987 | 1,008 | .03 |
| Stone, sand and other like articles..... | 533 | 28,880 | 29,413 | .77 |
| Other products of mines..... | 329 | 9,781 | 10,110 | .26 |
| Total..... | 928 | 207,515 | 208,443 | 5.48 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 115,597 | 1,934,911 | 2,050,508 | 53.89 |
| Other products of forests..... | 163,697 | 14,625 | 178,322 | 4.68 |
| Total..... | 279,294 | 1,949,536 | 2,228,830 | 58.57 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 1,381 | 95,160 | 96,541 | 2.54 |
| Sugar..... | 626 | 51,032 | 51,658 | 1.36 |
| Naval stores..... | 151 | 965 | 1,116 | .03 |
| Iron, pig and bloom..... | 34 | 101,632 | 101,666 | 2.67 |
| Iron and steel rails..... | ----- | 4,435 | 4,435 | .12 |
| Other castings and machinery..... | 2,368 | 46,113 | 48,481 | 1.27 |
| Bar and Sheet Metal..... | 65 | 14,799 | 14,864 | .39 |
| Cement, brick and lime..... | 5,820 | 51,127 | 56,947 | 1.50 |
| Agricultural implements..... | 99 | 1,238 | 1,337 | .03 |
| Wagons, carriages, tools, etc..... | 819 | 3,374 | 4,193 | .11 |
| Wines, liquors and beers..... | 485 | 962 | 1,447 | .04 |
| Household goods and furniture..... | 1,955 | 3,607 | 5,562 | .14 |
| Other manufactures..... | 77,998 | 241,932 | 319,930 | 8.41 |
| Total..... | 91,801 | 616,376 | 708,177 | 18.61 |
| Merchandise..... | 2,426 | 19,194 | 21,620 | .57 |
| Miscellaneous: Other commodities not mentioned above..... | 54,673 | 55,297 | 109,970 | 2.89 |
| Total tonnage..... | 779,950 | 3,025,183 | 3,805,133 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|---|-----------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 1,967 | 6,219 | 8,186 | .24 |
| Flour..... | 1,339 | 18,862 | 20,201 | .59 |
| Other mill products..... | 3,290 | 4,159 | 7,449 | .22 |
| Hay..... | 747 | 13,560 | 14,307 | .42 |
| Tobacco..... | | 4,672 | 4,672 | .13 |
| Cotton..... | 25,890 | 140,273 | 166,163 | 4.85 |
| Fruit and vegetables..... | 167,920 | 138,805 | 306,725 | 8.96 |
| Other products of agriculture..... | 1,637 | 13,520 | 15,157 | .44 |
| Total..... | 202,790 | 340,070 | 542,860 | 15.85 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 1,311 | 674 | 1,985 | .06 |
| Dressed meats..... | 528 | 5,500 | 6,028 | .18 |
| Other packing-house products..... | 1,113 | 4,814 | 5,927 | .17 |
| Poultry, game and fish..... | 9,490 | 3,341 | 12,831 | .37 |
| Wool..... | | 26 | 26 | ..... |
| Hides and leather..... | 10 | 1,005 | 1,015 | .03 |
| Other products of animals..... | 433 | 2,505 | 2,938 | .09 |
| Total..... | 12,885 | 17,865 | 30,750 | .90 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | | 77,878 | 77,878 | 2.28 |
| Bituminous coal..... | | 66,270 | 66,270 | 1.94 |
| Coke..... | | 254 | 254 | ..... |
| Ores..... | | 971 | 971 | .03 |
| Stone, sand and other like articles..... | 314 | 10,223 | 10,537 | .31 |
| Other products of mines..... | 411 | 8,628 | 9,039 | .26 |
| Total..... | 725 | 164,224 | 164,949 | 4.82 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 294,612 | 1,485,585 | 1,780,197 | 51.99 |
| Other products of forests..... | 103,416 | 34,874 | 138,290 | 4.04 |
| Total..... | 398,028 | 1,520,459 | 1,918,487 | 56.03 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 18 | 80,813 | 80,831 | 2.36 |
| Sugar..... | 372 | 51,096 | 51,468 | 1.50 |
| Naval stores..... | | 932 | 932 | .03 |
| Iron, pig and bloom..... | | 101,751 | 101,751 | 2.97 |
| Iron and steel rails..... | | 4,357 | 4,357 | .13 |
| Other castings and machinery..... | 1,303 | 45,188 | 46,491 | 1.36 |
| Bar and sheet metal..... | 1,000 | 13,526 | 14,526 | .42 |
| Cement, brick and lime..... | 2,308 | 41,468 | 43,776 | 1.28 |
| Agricultural implements..... | 9 | 708 | 717 | .02 |
| Wagons, carriages, tools, etc..... | 403 | 2,734 | 3,137 | .09 |
| Wines, liquors and beers..... | 592 | 1,093 | 1,685 | .05 |
| Household goods and furniture..... | 1,594 | 4,113 | 5,707 | .17 |
| Other manufactures..... | 39,986 | 246,430 | 286,416 | 8.36 |
| Total..... | 47,585 | 594,179 | 641,764 | 18.74 |
| Merchandise..... | 2,264 | 5,175 | 7,439 | .22 |
| Miscellaneous: Other commodities not mentioned above..... | 32,577 | 85,192 | 117,769 | 3.44 |
| Total tonnage—State..... | 696,854 | 2,727,164 | 3,424,018 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Car-load Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------|----------------------------------|--|--|---|-------|
| | Tons | Ton-Miles | Dollars | Cents | Mills |
| Anthracite coal..... | 82,903 | 9,257,942 | 54,733 | ----- | 5.91 |
| Bituminous coal..... | 84,755 | 7,994,966 | 59,941 | ----- | 7.50 |

MILEAGE—ENTIRE LINE.

Mileage of Road Operated (All Tracks).

| LINE IN USE | LINE OWNED | | Line Operated Under Lease | Private Sidings Off Right of Way. | Total Mileage Operated | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|---------------------------|-----------------------------------|------------------------|----------------------------------|-------|--------|
| | Main Line | Branches and Spurs | | | | | Iron | Steel |
| ENTIRE LINE: | | | | | | | | |
| Miles of single track..... | 95.00 | 17.00 | ----- | ----- | 112.00 | ----- | ----- | 112.00 |
| Miles of second track..... | 63.28 | ----- | ----- | ----- | 63.28 | 9.31 | ----- | 63.28 |
| Miles of yard track and sidings..... | 65.39 | 16.46 | ----- | 1.98 | 83.83 | 8.67 | ----- | 83.83 |
| Total mileage operated (all tracks)..... | 223.67 | 33.46 | ----- | 1.98 | 259.11 | 17.98 | ----- | 259.11 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | |
|--|-------|-------|-------|-------|--------|-------|-------|--------|
| Virginia..... | 59.00 | ----- | ----- | ----- | 59.00 | ----- | ----- | 59.00 |
| Maryland..... | 36.00 | 17.00 | ----- | ----- | 53.00 | ----- | ----- | 53.00 |
| Total mileage operated (single track)..... | 95.00 | 17.00 | ----- | ----- | 112.00 | ----- | ----- | 112.00 |

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|---------------------|----------------------------------|-------|--------|
| | Main Line | Branches and Spurs | | | Iron | Steel |
| Virginia..... | 59.00 | ----- | 59.00 | ----- | ----- | 59.00 |
| Maryland..... | 36.00 | 17.00 | 53.00 | ----- | ----- | 53.00 |
| Total mileage operated (single track)..... | 95.00 | 17.00 | 112.00 | ----- | ----- | 112.00 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | |
|---|-------------------|---------|--|---------|---------|---------|----------|---------|--------|---------|
| | TRAINMEN | | Switch Tenders, Crossing Tenders and Watchmen | | SHOPMEN | | TRACKMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Derailments..... | 2 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | 2 | 1 |
| Falling from trains, locomotives, or cars..... | ----- | 2 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2 |
| Jumping on or off trains, locomotives, or cars..... | ----- | 2 | ----- | ----- | ----- | 1 | ----- | ----- | ----- | 3 |
| Struck by trains, locomotives, or cars..... | 1 | 1 | ----- | ----- | 1 | ----- | ----- | 1 | 2 | 2 |
| Other causes..... | ----- | 3 | ----- | ----- | ----- | ----- | ----- | 2 | ----- | 5 |
| Total..... | 3 | 9 | ----- | ----- | 1 | 1 | ----- | 3 | 4 | 13 |

Average number employed during year: Trainmen, 150; switch tenders, crossing tenders and watchmen, 15; stationmen, 320; shopmen, 208; trackmen, 152; telegraph employees, 39; other employees, 392; total, 1,276.

| KIND OF ACCIDENT | PASSENGERS | | OTHER PERSONS | | | |
|---|------------|---------|---------------|---------|--------|---------|
| | | | TRESPASSING | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured |
| Collisions..... | ----- | 5 | ----- | ----- | ----- | ----- |
| Jumping on or off trains, locomotives, or cars..... | ----- | ----- | 2 | 1 | 2 | 1 |
| Struck by trains, locomotives, or cars: | ----- | ----- | ----- | ----- | ----- | ----- |
| At highway crossings..... | ----- | ----- | ----- | 1 | ----- | 1 |
| At stations..... | ----- | ----- | ----- | 2 | ----- | 2 |
| At other points along track..... | ----- | ----- | 1 | ----- | 1 | ----- |
| Total..... | ----- | 5 | 3 | 4 | 3 | 4 |

| SUMMARY | | TOTAL | |
|------------------------|-------|--------|---------|
| | | Killed | Injured |
| TABLE A: | | | |
| Railway employees..... | ----- | 4 | 13 |
| Passengers..... | ----- | ----- | 5 |
| Other persons..... | ----- | 3 | 4 |
| TABLE B: | | | |
| Railway employees..... | ----- | 1 | 48 |
| Grand total..... | ----- | 8 | 70 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.
Bridges, Trestles, Tunnels, Etc.

| ITEM | NUMBER | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | Height of Lowest Above Surface of Rail | |
|---|--------|---------------------|-------------------|-------------------|---|-----|
| | | | | | Feet | In. |
| BRIDGES: Iron..... | 1 | 50 | 50 | 50 | | |
| OVERHEAD HIGHWAY CROSSINGS: Bridges..... | 1 | | | | | 21 |

Gauge of track: 4 feet, 8½ inches; 59.00 miles.

TELEGRAPH.

Owned by Company Making this Report.

| TOTAL | | OPERATED BY THIS COMPANY | | OPERATED BY ANOTHER COMPANY | |
|---------------|--------------------|--------------------------|------------------------------------|---|---------------|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire | Miles of Line | Miles of Wire |
| 59.00 | 877.59 Railroad | 59.00 telephone..... | 118.00 372.05 Metallic circu | 201.54 | 185.52 |
| | | | | Postal Telegraph Cable Co. Produce Exchange (Telephone). | |

The Norfolk and Portsmouth Belt Line Railroad Company

HISTORY

Exact name of common carrier making this report—The Norfolk and Portsmouth Belt Line Railroad Company.

Date of organization—April 17, 1897.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia. Chartered March 4, 1896, as the Southeastern and Atlantic Railroad Company; charter amended and name changed to The Norfolk and Portsmouth Belt Line Railroad Company by act approved January 12, 1898; charter amended May 1, 1907, and May 26, 1911.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Under authority of the State Corporation Commission of Virginia, dated May 24, 1910, The Elizabeth River Railroad Company was on June 1, 1910, consolidated into and now forms a part of The Norfolk and Portsmouth Belt Line Railroad Company. The Elizabeth River Railroad Company was organized under the laws of the State of Virginia, chartered by act of Assembly, approved December 20, 1901; amended by act approved March 17, 1902; amended by State Corporation Commission of Virginia, October 19, 1905.

Date and authority for each consolidation—May 24, 1910, State Corporation Commission of Virginia.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|----------------------|-----------------------------|------------------------------------|
| Wm. A. Patton..... | Philadelphia, Pa..... | } April 1, 1914. |
| L. E. Johnson..... | Roanoke, Va..... | |
| A. B. Andrews..... | Raleigh, N. C..... | |
| T. M. Emerson..... | Wilmington, N. C..... | |
| Geo. W. Stevens..... | Richmond, Va..... | |
| W. J. Harahan..... | Norfolk, Va..... | |
| C. H. Hix..... | Norfolk, Va..... | |
| Thos. H. Wilcox..... | Norfolk, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------------|----------------------|--------------------------|
| President..... | Wm. A. Patton..... | Philadelphia, Pa. |
| Vice-President..... | L. E. Johnson..... | Roanoke, Va. |
| Secretary..... | O. J. DeRousse..... | Philadelphia, Pa. |
| Treasurer..... | Caldwell Hardy..... | Norfolk, Va. |
| General Counsel..... | Thos. H. Wilcox..... | Norfolk, Va. |
| Auditor..... | O. J. DeRousse..... | Philadelphia, Pa. |
| Superintendent..... | Geo. S. Shafer..... | Port Norfolk, Va. |
| General Agent..... | Geo. S. Shafer..... | Port Norfolk, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, O. J. DeRousse; title, Auditor; address, 26 south Fifteenth street, Philadelphia, Pa.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—April 2, 1913.

Date of last closing of stock books before end of year for which this report is made—Books do not close.

Total number of stockholders of record—7.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Joint.

(b) The name of the controlling corporation or corporations—New York, Philadelphia and Norfolk Railroad Company, Atlantic Coast Line Railroad Company, Southern Railway Company, Seaboard Air Line Railway, Norfolk and Western Railway Company, Norfolk Southern Railroad Company and The Chesapeake and Ohio Railway Company.

(c) The manner in which control was established—This line was constructed under an agreement, dated July 7, 1897, between said companies.

(d) The extent of control—Equal ownership of capital stock.

(e) Whether control was direct or indirect—Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

TRACKS OPERATED.

List of Tracks the Operations of which are Included in this Report.

| NAME OF OWNER | LOCATION | CHARACTER OF BUSINESS | MILES OF TRACK | | |
|--|--|-----------------------------|----------------|---------------------------|-------|
| | | | Main Track | Yard Track and Sidings | Total |
| <i>Track Owned:</i> The Norfolk and Portsmouth Belt Line R. R. Co.... | Port Norfolk, Va., to Berkley, Va., and branch line down the Southern b'ch of Elizabeth river. | Switching..... | 12.14 | 16.36 | 28.50 |
| <i>Operated Under Lease:</i> Atlantic and Dan- ville Ry. Co..... | | | | | |
| | Part of Portsmouth branch from Belt Line Junction to city of Portsmouth | Switching..... | 1.85 | .21 | 2.06 |
| Total..... | ----- | ----- | 13.99 | 16.57 | 30.56 |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | |
|--|---------------|--------------------|--|--|
| | | Date | Term | Concise Summary of Provisions |
| Atlantic and Danville Railway Company (Southern Railway Co. lessee) | 1.85 | Sept. 20, 1904 | Subject to cancellation on 60 days' notice | Yearly rental of \$100. Copy of lease with report for year 1906. |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value | Total Par Value Authorised | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not held by Respondent | INTEREST | | | |
|-----------------------------------|---------------|------------------|-----------------|----------------------------|-----------------------------|------------------------------------|-----------------------|--------------------------------|--|-----------|--------------|--------------------------------|-----------------------------|
| | Date of Issue | Date of Maturity | | | | In Treasury | Pledged as Collateral | In Sinking Fund or Other Funds | | Rate | When Payable | Amount Accrued During the Year | Amount Paid During the Year |
| Mortgage Bonds: | | | | | | | | | | | | | |
| Belt Line first mortgage. | 1898 | 1938 | \$ 400,000 | \$ 400,000 | \$ 250,000 | ----- | ----- | ----- | \$ 250,000 | 5 F. & A. | | \$ 12,500 00 | \$ 12,500 00 |
| Elizabeth River R. R. | 1905 | 1935 | 200,000 | 200,000 | 189,500 | \$ 1,000 | ----- | ----- | 188,500 | 4 O. & A. | | 7,485 00 | 7,540 00 |
| Co's first mortgage | | | | | | | | | | | | | |
| Total | | | \$ 600,000 | \$ 600,000 | \$ 439,500 | \$ 1,000 | ----- | ----- | \$ 438,500 | ----- | | \$ 19,985 00 | \$ 20,040 00 |

Explanatory Remarks.

Interest—Amount accrued during the year—Under the operation of the Sinking Fund of the mortgage \$5,500 of first mortgage bonds of the Elizabeth River Railroad Company were purchased in July, 1912, three months' (April, May and June, 1912) interest on which, namely \$5,500 was charged against the income account for the year ending June 30, 1912, as the apportionment for those months of the interest charges on the bonds so purchased and retired.

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD By RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | |
|--|---|---|-------------------------------------|---------------------------------|---|---|-----------------------------------|----------------------------|--|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year | | |
| | | | | | Charged to Income | | | Charged to Construction | |
| Mortgage bonds | \$ 439,500 | \$ 1,000 | | | \$ 438,500 | \$ 19,985 00 | | \$ 20,040 00 | |
| PURPOSE OF THE ISSUE | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized | REMARKS | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Issued for cash. | | | \$ 250,000 | \$ 250,000 | These represent the \$199,500 of first mortgage bonds of Elisabeth River Railroad Company. | | | | |
| Issued for construction of new properties. | | | 189,500 | | | | | | |
| Total. | | | \$ 439,500 | \$ 250,000 | | | | | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE |
|--------------------|-----------------------------|-------------|---------------------|-------------------------|
| | | To Railways | To Other Properties | |
| Capital stock..... | \$ 50,400 | \$ 50,400 | ----- | Miles Amount |
| Funded debt..... | 439,500 | 439,500 | ----- | 12.14 \$ 4,151 |
| Total..... | \$ 489,900 | \$ 489,900 | ----- | 12.14 \$ 36,203 |
| | | | | 12.14 \$ 40,354 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACES MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|---|---------------------------|--|-------|-------------------------------------|--|
| | From | To | Miles | | |
| First mortgage bonds of N. & P. B. L. R. R. Co..... | Port Norfolk, Va..... | Berkley, Va., with branch down Southern Branch of Elizabeth river..... | 23.64 | ----- | { Road and equipment. |
| First mortgage bonds of Elizabeth River R. R. Co..... | Belt line junction to end | of line..... | 4.86 | ----- | |

**EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.**

| ACCOUNT | From Cash or Other Working Assets | From Special Appropriations | Property Retired or Converted | Total |
|-----------------------------------|---|--------------------------------|-------------------------------------|--------------|
| Right of way and station grounds. | \$ 9,734 88 | | | \$ 9,734 88 |
| Widening cuts and fills. | | \$ 3,204 34 | | 3,204 34 |
| Bridges, trestles and culverts. | | 2,092 46 | \$ 2,420 00 | Cr. 327 54 |
| Additional main tracks. | 29,450 80 | 3,820 13 | | 33,270 93 |
| Sidings and spur tracks. | 1,632 74 | 3,808 26 | 8,445 54 | Cr. 3,004 54 |
| Water and fuel stations. | | 5,898 18 | | 5,898 18 |
| Equipment. | 11,031 73 | | | 11,031 73 |
| Total. | \$ 51,850 15 | \$ 18,823 37 | \$ 10,865 54 | \$ 59,807 98 |

STATE OF VIRGINIA.

| | | | | |
|-----------------------------------|--------------|--------------|--------------|--------------|
| Right of way and station grounds. | \$ 9,734 88 | | | \$ 9,734 88 |
| Widening cuts and fills. | | \$ 3,204 34 | | 3,204 34 |
| Bridges, trestles and culverts. | | 2,092 46 | \$ 2,420 00 | Cr. 327 54 |
| Additional main tracks. | 29,450 80 | 3,820 13 | | 33,270 93 |
| Sidings and spur tracks. | 1,632 74 | 3,808 26 | 8,445 54 | Cr. 3,004 54 |
| Water and fuel stations. | | 5,898 18 | | 5,898 18 |
| Equipment. | 11,031 73 | | | 11,031 73 |
| Total. | \$ 51,850 15 | \$ 18,823 37 | \$ 10,865 54 | \$ 59,807 98 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Engineering..... | | \$ 217 72 | \$ 217 72 |
| Right of way and station grounds..... | \$ 12,939 22 | 66,732 19 | 79,671 41 |
| Grading..... | 6,096 44 | 10,530 97 | 16,627 41 |
| Bridges, trestles and culverts..... | Cr. 171 78 | 734 27 | 562 49 |
| Ties..... | 4,188 98 | 16,003 49 | 20,192 47 |
| Rails..... | 10,552 06 | 23,070 04 | 33,622 10 |
| Frogs and switches..... | 2,306 45 | 4,269 76 | 6,576 21 |
| Track fastenings and other material..... | 1,520 48 | 4,610 00 | 6,130 48 |
| Ballast..... | 659 23 | 1,521 32 | 2,180 55 |
| Track laying and surfacing..... | 2,552 73 | 6,512 02 | 9,064 75 |
| Crossings and signs..... | 10 90 | 930 39 | 941 29 |
| Interlocking and other signal apparatus..... | 2,223 36 | 7,721 48 | 9,944 84 |
| Telegraph and telephone lines..... | | 403 19 | 403 19 |
| Shops, enginehouses and turntables..... | | 109 18 | 109 18 |
| Shop machinery and tools..... | | 148 68 | 148 68 |
| Water stations..... | | 619 63 | 619 63 |
| Fuel stations..... | 5,898 18 | | 5,898 18 |
| Miscellaneous structures..... | | 4,187 47 | 4,187 47 |
| Cost of road purchased..... | | 188,000 00 | 188,000 00 |
| Total..... | \$ 48,776 25 | \$ 336,321 80 | \$ 385,098 05 |
| II. EQUIPMENT: | | | |
| Steam locomotives..... | \$ 11,031 73 | \$ 30,239 43 | \$ 41,271 16 |
| Freight-train cars..... | | 1,050 00 | 1,050 00 |
| Total..... | \$ 11,031 73 | \$ 31,289 43 | \$ 42,321 16 |
| III. GENERAL EXPENDITURES: | | | |
| Interest and commissions..... | | \$ 3,056 93 | \$ 3,056 93 |
| RECAPITULATION | | | |
| I. Road..... | \$ 48,776 25 | \$ 336,321 80 | \$ 385,098 05 |
| II. Equipment..... | 11,031 73 | 31,289 43 | 42,321 16 |
| III. General expenditures..... | | 3,056 93 | 3,056 93 |
| Total—Entire line..... | \$ 59,807 98 | \$ 370,668 16 | \$ 430,476 14 |
| Total—State of Virginia..... | \$ 59,807 98 | \$ 370,668 16 | \$ 430,476 14 |

STATE OF VIRGINIA.

| | | | |
|--|--------------|---------------|---------------|
| I. ROAD: | | | |
| Engineering..... | | \$ 217 72 | \$ 217 72 |
| Right of way and station grounds..... | \$ 12,939 22 | 66,732 19 | 79,671 41 |
| Grading..... | 6,096 44 | 10,530 97 | 16,627 41 |
| Bridges, trestles and culverts..... | Cr. 171 78 | 734 27 | 562 49 |
| Ties..... | 4,188 98 | 16,003 49 | 20,192 47 |
| Rails..... | 10,552 06 | 23,070 04 | 33,622 10 |
| Frogs and switches..... | 2,306 45 | 4,269 76 | 6,576 21 |
| Track fastenings and other material..... | 1,520 48 | 4,610 00 | 6,130 48 |
| Ballast..... | 659 23 | 1,521 32 | 2,180 55 |
| Track laying and surfacing..... | 2,552 73 | 6,512 02 | 9,064 75 |
| Crossings and signs..... | 10 90 | 930 39 | 941 29 |
| Interlocking and other signal apparatus..... | 2,223 36 | 7,721 48 | 9,944 84 |
| Telegraph and telephone lines..... | | 403 19 | 403 19 |
| Shops, enginehouses and turntables..... | | 109 18 | 109 18 |
| Shop machinery and tools..... | | 148 68 | 148 68 |
| Water stations..... | | 619 63 | 619 63 |
| Fuel stations..... | 5,898 18 | | 5,898 18 |
| Miscellaneous structures..... | | 4,187 47 | 4,187 47 |
| Cost of road purchased..... | | 188,000 00 | 188,000 00 |
| Total..... | \$ 48,776 25 | \$ 336,321 80 | \$ 385,098 05 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|-----------------------------------|------------|
| | Entire Line and State of Virginia | |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ | 345,403 29 |
| Equipment..... | | 22,200 00 |
| Investment since June 30, 1907..... | | 430,476 14 |
| Total..... | \$ | 798,079 43 |
| Reserve for accrued depreciation—Cr..... | | 19,187 33 |
| Net total..... | \$ | 778,892 10 |
| Cost per mile of line..... | | 64,159 15 |

INCOME STATEMENT.

| | | |
|--|----|------------|
| RAILWAY OPERATING INCOME: | | |
| Rail operations—Revenues..... | \$ | 236,549 53 |
| Rail operations—Expenses..... | | 164,334 85 |
| Net revenue—Rail operations..... | \$ | 72,214 68 |
| Net railway operating revenue..... | \$ | 72,214 68 |
| Railway tax accruals..... | | 5,980 58 |
| Railway operating income..... | \$ | 66,234 10 |
| OTHER INCOME: | | |
| Hire of equipment—Credit balance..... | \$ | 24,252 68 |
| Joint facility rent income..... | | 1,252 10 |
| Miscellaneous rent income..... | | 52 00 |
| Miscellaneous income..... | | 1,296 13 |
| Total other income..... | | 26,853 91 |
| Gross income..... | \$ | 93,087 01 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Deductions for lease of other roads..... | \$ | 100 00 |
| Joint facility rent deductions..... | | 4 78 |
| Interest deductions for funded debt..... | | 19,985 00 |
| Total deductions..... | | 20,089 78 |
| Net income..... | \$ | 72,997 23 |
| DISPOSITION OF NET INCOME: | | |
| Appropriations of income to sinking and other reserve funds..... | \$ | 15,000 00 |
| Dividend appropriations of income..... | | 3,024 00 |
| Appropriations of income for additions and betterments..... | | 18,823 37 |
| | | 36,847 37 |
| Income balance transferred to credit of profit and loss..... | \$ | 36,149 86 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|---------------|---------------|
| Balance (at beginning of fiscal period)..... | | \$ 316,782 49 |
| Credit balance transferred from income account..... | | 36,149 86 |
| Miscellaneous credits..... | | 417 17 |
| Loss on retired road and equipment..... | \$ 1,528 24 | |
| Miscellaneous debits..... | 13 66 | |
| Balance credit or debit (at end of fiscal period) carried to general balance sheet..... | 351,807 62 | |
| Total..... | \$ 353,349 52 | \$ 353,349 52 |

Miscellaneous Credits:

Difference between par value of six Elisabeth River Railroad Company's first mortgage bonds \$5,500 and purchase price \$5,082.83, which bonds were bought through sinking fund provided for this purpose.

Miscellaneous Debits:

Difference between cost of one Elisabeth River Railroad Company's first mortgage bond \$1,013.66, purchased by Norfolk and Portsmouth Belt Line Railroad Company, and the par value \$1,000.00.

Explanatory Remarks.

Property Abandoned, Charged to Profit and Loss.

| DESCRIPTION OF PROPERTY | Date Abandoned | Amount Charged off |
|---|-----------------|--------------------|
| ENTIRE LINE: Sittings abandoned..... | Dec., 1912..... | \$ 1,528 24 |
| STATE OF VIRGINIA: Sittings abandoned..... | Dec., 1912..... | \$ 1,528 24 |

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Pay Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|----------------|-------|---|------------------------|-----------------|------------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| Capital stock..... | 6 | ----- | \$ 50,400 | \$ 3,024 00 | ----- | April 15.. | June 30 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | Par Value | Dividends or Interest |
|--|-----------|-----------------------|
| FUNDED DEBT: Funded debt of respondent "in treasury" and "pledged as collateral"..... | \$ 1,000 | |

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission?—No.

SINKING AND OTHER FUNDS.

A. *Income and Disbursements During the Year.*

| NAME OF FUND | INCOME | | | | Disbursements |
|---|----------------------------|---------------------------------|----------------------|-------------|---------------|
| | Cash Appropriation to Fund | Income to Fund from Investments | Other Income to Fund | Total | |
| Sinking and redemption funds: Elisabeth River R. R. first mortgage sinking fund..... | \$ 5,000 00 | | | \$ 5,000 00 | \$ 5,082 83 |

B. *Assets on June 30, 1913.*

| NAME OF FUND AND SECURITY | SECURITIES IN FUND | | Cash in Fund | Total |
|---|--------------------|--------------------|--------------|-------------|
| | Par Value | Cost or Book Value | | |
| Sinking and redemption funds: Elisabeth River R. R. first mortgage sinking fund..... | | | \$ 5,112 50 | \$ 5,112 50 |

RESERVES FROM INCOME OR SURPLUS.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|---|-------------------------|----------------------------|-------------------------------|-------------------------|
| Invested in sinking and redemption funds: Elisabeth River R. R. first mortgage sinking fund..... | | \$ 15,000 00 | | \$ 15,000 00 |

RENTS RECEIVABLE.

Joint Facility Rent Income.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|---|-----------------------|--|-------------------------------|
| Yards and terminals: Joint yard..... | Port Norfolk, Va..... | Southern Railway Co..... Atlantic Coast Line R. R. Co..... New York, Phila. and Norfolk R. R. Co..... | \$ 286 20 357 74 608 16 |
| Total..... | | | \$ 1,252 10 |

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Amount |
|---|--|-------------|----------|
| Dwelling house near Portsmouth, Va..... | Tenant changes from time to time..... | \$ 52 00 | \$ 52 00 |

MISCELLANEOUS INCOME.

| SOURCE OF INCOME | Amount |
|-------------------------------|-------------|
| Interest on cash in bank..... | \$ 1,296 13 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|---|-----------------------|---------------------------------|--------|
| Other facilities: Interlocking plant..... | Port Norfolk, Va..... | Atlantic Coast Line R. R. Co... | \$ 4 7 |

Deductions for Lease of Other Roads.

| ROAD LEASED | Cash | Total |
|---|-----------|-----------|
| Southern Railway Company's Portsmouth Branch of the Atlantic and Danville Division from the belt line junction to city of Portsmouth..... | \$ 100 00 | \$ 100 00 |

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|---------------------|--------------------------------------|------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCURED ON EQUIPMENT BORROWED: | | | | | |
| Freight-train cars..... | 208,708 | * | | | \$ 83,675 70 |
| Reclaims..... | | | | | 366 40 |
| Total..... | 208,708 | | | | \$ 84,042 10 |
| ACCURED ON EQUIPMENT LOANED: | | | | | |
| Freight locomotives..... | 355 | †at \$10 per day | | | \$ 3,549 55 |
| Reclaims..... | | | | | 104,745 23 |
| Total..... | 355 | | | | \$ 108,294 78 |

Explanatory Remarks.

*Payment for use of freight equipment on belt line 208,708 car days amounting to \$83,675.70 is made up as follows:

| | |
|--------------------------|-------------|
| 115,052 days at 45c..... | \$51,773 40 |
| 76,111 days at 35c..... | 26,638 85 |
| 17,544 days at 30c..... | 5,263 20 |
| †1 day at 25c..... | 25 |
| 208,708 | \$83,675 70 |

†Being a switching road entirely, the connecting lines allow reclaims on loaded cars handled. Reclaims are included in the hire of equipment account the same as earnings for equipment loaned, but it is practically impossible to analyze this item to show days and rates.

‡Covers adjustment for previous years.

Private Cars.

As no payments are made owners of private cars, no record is kept of such cars handled.

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|--------------|
| Equipment interchanged..... | \$ 108,294 78 | \$ 84,042 10 |
| Total..... | \$ 108,294 78 | \$ 84,042 10 |
| Balance, as shown in income statement..... | 24,252 68 | |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All extensions of road put in operation—New sidings constructed, .52 miles.

Decrease in mileage by line abandoned or line straightened—Sidings discontinued, 1.11 miles—Leased sidings .25 miles.

All changes in the respondent's holdings of stocks and funded debt—During the year ending June 30, 1912, this company purchased and retired \$5,500.00 worth of Elisabeth River Railroad Company's first mortgage bonds through the sinking fund provided for the redemption of these bonds. The difference between the par value and cost of purchase being \$417.17 was credited to profit and loss.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|---------------|--|---------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 345,403 29 | Road..... | \$ 345,403 29 | |
| 22,200 00 | Equipment..... | 22,200 00 | |
| | Investment since June 30, 1907: | | |
| 336,321 80 | Road..... | 385,098 05 | \$ 48,776 25 |
| 31,289 43 | Equipment..... | 42,321 16 | 11,031 73 |
| 3,066 93 | General expenditures..... | 3,066 93 | |
| \$ 738,271 45 | | \$ 798,079 43 | \$ 59,807 98 |
| 15,528 14 | Reserve for accrued depreciation—Cr..... | 19,187 33 | 3,659 19 |
| \$ 722,743 31 | Total..... | \$ 778,892 10 | \$ 56,148 79 |
| | WORKING ASSETS | | |
| \$ 69,443 23 | Cash..... | \$ 60,649 95 | \$ *8,793 28 |
| | Securities issued or assumed—Held in treasury: | | |
| 1,013 66 | Funded debt..... | 1,000 00 | *13 66 |
| 44,115 54 | Traffic and car-service balances due from other companies..... | 49,402 77 | 5,287 23 |
| 7,448 24 | Miscellaneous accounts receivable..... | 13,504 70 | 6,056 46 |
| 8,245 77 | Materials and supplies..... | 5,936 80 | *2,308 97 |
| \$ 130,266 44 | Total..... | \$ 130,494 22 | \$ 227 78 |
| | ACCRUED INCOME NOT DUE | | |
| \$ 10 00 | Unmatured interest, dividends and rents receivable..... | | \$ *10 00 |
| | DEFERRED DEBIT ITEMS | | |
| \$ 820 50 | Rents and insurance paid in advance..... | \$ 862 61 | \$ 42 11 |
| 5,195 33 | Cash and securities in sinking and redemption funds..... | 5,112 50 | *82 83 |
| 25,359 06 | Other deferred debit items..... | 37,877 73 | 12,518 67 |
| \$ 31,374 89 | Total..... | \$ 43,852 84 | \$ 12,477 95 |
| \$ 884,394 64 | Grand total..... | \$ 953,239 16 | \$ 68,844 52 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 50,400 00 | Common stock..... | \$ 50,400 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 445,000 00 | Mortgage bonds..... | \$ 439,500 00 | \$ *5,500 00 |
| | WORKING LIABILITIES | | |
| \$ 34,266 37 | Audited vouchers and wages unpaid..... | \$ 39,827 39 | \$ 5,561 02 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 7,158 34 | Unmatured interest, dividends and rents payable..... | \$ 7,093 34 | \$ *65 00 |
| | APPROPRIATED SURPLUS | | |
| \$ 30,787 44 | Additions to property since June 30, 1907, through income..... | \$ 49,610 81 | \$ 18,823 37 |
| | Reserves from income or surplus: | | |
| | Invested in sinking and redemption funds..... | 15,000 00 | 15,000 00 |
| \$ 30,787 44 | Total..... | \$ 64,610 81 | \$ 33,823 37 |
| | PROFIT AND LOSS | | |
| \$ 316,782 49 | Balance..... | \$ 351,807 62 | \$ 35,025 13 |
| \$ 884,394 64 | Grand total..... | \$ 953,239 16 | \$ 68,844 52 |

*Decrease.

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. *Accidents Resulting from the Movement of Trains, Locomotives, or Cars.*

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | |
|---|-------------------|---------|-----------------|---------|--------|---------|
| | TRAINMEN | | OTHER EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured |
| Coupling or uncoupling..... | ----- | 1 | ----- | ----- | ----- | 1 |
| Falling from trains, locomotives, or cars..... | ----- | 1 | ----- | ----- | ----- | 1 |
| Jumping on or off trains, locomotives, or cars..... | ----- | ----- | 1 | ----- | 1 | ----- |
| Other causes..... | 1 | 1 | ----- | ----- | 1 | 1 |
| Total..... | 1 | 3 | 1 | ----- | 2 | 3 |

Average number employed during year: Trainmen, 50; switch tenders, crossing tenders and watchmen, 10; shopmen, 6; trackmen, 52; other employees, 34; total, 152.

| KIND OF ACCIDENT | OTHER PERSONS | | | |
|---|-----------------|---------|--------|---------|
| | NOT TRESPASSING | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Struck by trains, locomotives, or cars: | ----- | ----- | ----- | ----- |
| At highway crossings..... | ----- | 1 | ----- | 1 |

| SUMMARY | TOTAL | |
|------------------------|--------|---------|
| | Killed | Injured |
| TABLE A: | ----- | ----- |
| Railway employees..... | 2 | 3 |
| Other persons..... | ----- | 1 |
| Grand total..... | 2 | 4 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|---------------------|-------|------------------|---------------------------------|------|-------------------------|------------------|--------------------------------------|--------|-------------------|---------------------------------------|------|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line | | Length of Straight Line | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | | Miles | Feet | | Sum of Ascents | Aggregate Length of Ascending Grades | Number | Sum of Descents | Aggregate Length of Descending Grades | |
| Port Norfolk, Va..... | Berkley, Va..... | 5.80 | 10 | 2.33 | 3.47 | 0.77 | 8 | 24.4 | 2.81 | 4 | 19.0 | 2.22 |
| Berkley, Va..... | Burrell, Va..... | 6.34 | 15 | 2.01 | 4.33 | 3.57 | 9 | 25.1 | 1.37 | 5 | 30.5 | 1.40 |
| Belt Line Junction..... | Portsmouth, Va..... | 1.85 | 3 | 0.32 | 1.53 | 1.09 | --- | --- | --- | 5 | 7.5 | 0.76 |
| Total..... | | 13.99 | 28 | 4.66 | 9.33 | 5.43 | 17 | 49.5 | 4.18 | 14 | 57.0 | 4.38 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|-----------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| BRIDGES: | | | | | | |
| Iron..... | 2 | 967 | 194 | 773 | | |
| Trestles..... | 10 | 3,503 | 26 | 747 | | |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | |
| Bridges..... | 1 | | | | 22 | |

Gauge of track: 4 feet, 8½ inches; 30.56 miles.

TELEGRAPH AND TELEPHONE.

Owned by Company Making this Report.

| TOTAL | | OPERATED BY THIS COMPANY | | |
|---------------|---------------|--------------------------|---------------|--|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire | |
| 7.20 | 15.60 | 7.20 | 15.60 | |

Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Wire | NAME OF OWNER | NAME OF OPERATING COMPANY |
|---------------|--|--|
| 9.00 | Western Union Telegraph Company..... | Western Union Telegraph Company. |
| 1.91 | Chesapeake and Potomac Telephone Company of Virginia..... | Chesapeake and Potomac Telephone Company of Virginia. |

Norfolk Southern Railroad Company

HISTORY

Exact name of common carrier making this report—Norfolk Southern Railroad Company.

Date of organization—April 30, 1910; charter filed May 2, 1910.

Under laws of what Government, State or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Virginia. Pursuant to provisions of an act of the General Assembly of Virginia entitled, "An act concerning corporations," which became a law the 21st day of May, 1903, and any amendments thereto.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:

Norfolk and Southern Railway Company.

Date of organization—June 1, 1891.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—North Carolina general law; certificate filed May, 1891.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Norfolk and Southern Railroad Company and Albemarle and Pantego Railroad Company; Elizabeth City and Norfolk Railroad Company. Charter granted by State of North Carolina January 20, 1870; amended January 24, 1874; amended March 7, 1878; amended January 20, 1883; amended January 31, 1883; ratified by State of Virginia February 23, 1875; ratified by State of Virginia March 3, 1882; ratified by State of Virginia March 6, 1882; ratified by State of Virginia February 3, 1888; amended in State of North Carolina March 2, 1889; amended in State of North Carolina March 11, 1889; amended in State of North Carolina March 10, 1891. Albemarle and Pantego Railroad; charter granted by North Carolina March 2, 1891.

Date and authority for each consolidation—Resolutions of respective board of directors and authorized June 1, 1891, by general law of North Carolina, being non-competitive roads; Norfolk and Southern Railroad Company; Albemarle and Pantego Railroad Company.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—Norfolk and Southern Railroad Company foreclosed by sale April 1, 1891; organized January 20, 1870, as the Elizabeth City and Norfolk Railroad Company; name changed by legislative enactment January 31, 1883, to Norfolk and Southern Railroad Company.

What carrier operates the road of this company?—The Norfolk, Virginia Beach and Southern Railroad was purchased by this company on November 1, 1899, and merged into it. The Washington and Plymouth Railroad was purchased by this company on January 15, 1904, operated until March 31, 1904, as an independent line, and merged into this company on April 1, 1904.

HISTORY—CONTINUED.

On December 12, 1904, Chesapeake Transit Company, an electric line, operating between Norfolk and Virginia Beach (23.55 miles) was acquired and merged with this company.

Virginia and Carolina Coast Railroad Company.

Date of organization—June 30, 1905.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia. General Assembly, State of Virginia, entitled "An act concerning corporations," which became a law on the 21st day of May, 1903.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Suffolk and Carolina Railroad Company, organized under the laws of the State of Virginia and North Carolina, February 26, 1874, by virtue of authority of act of General Assembly, State of Virginia, 1872-1873, chapter 185, approved March 19, 1873, incorporating Nansemond Land, Lumber and Narrow Gauge Railway Company, session 1883-1884, page 236, chapter 192, approved February 26, 1884, amended and re-enacted the above act changing the corporate name to the Suffolk and Carolina Railway Company, session 1885-1886, page 109, chapter 114, approved February 12, 1886, amended and re-enacts the charter of the Suffolk and Carolina Railway Company.

Incorporated under the laws of the State of North Carolina, September 24, 1884, session 1887, chapter 94, page 181, confirms and continues the charter and franchises and corporate privileges and grants additional power, etc., session 1889, chapter 272, page 277, grants additional powers, etc.

Carolina Coast Railroad Company incorporated under authority of chapter 49 of Code of North Carolina and ratified by the General Assembly of State of North Carolina March 5, 1903.

Date and authority for each consolidation—January 27, 1906; authority conferred by an act of General Assembly, State of Virginia, which became a law the 21st day of May, 1903, under which law this company was organized and an agreement of merger between the stockholders of the Virginia and Carolina Coast Railroad Company and Suffolk and Carolina Railway Company, and Carolina Coast Railroad Company, dated January 10, 1906, and in conformity to an instrument dated January 27, 1906, authorizing said merger by the State of Virginia.

Atlantic and North Carolina Company.

Date of organization—May 19, 1903, as Howland Improvement Company, charter private laws North Carolina, 1903, C. 271; amended laws, 1905, private C. 86; ratified February 15, 1905.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—North Carolina.

HISTORY—CONTINUED.

Pamlico, Oriental and Western Railroad Company.

Date of organization—March 9, 1891.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of North Carolina, chapter 461, Laws of 1891, amended January 27, 1902.

November 28th the Norfolk and Southern Railroad, the Virginia and Carolina Coast Railroad, the Raleigh and Pamlico Sound Railroad, and the Atlantic and North Carolina Company consolidated into one corporation, entitled the Norfolk and Southern Railway Company, as per agreement of consolidation, dated October 29, 1906, filed in the office of the Secretary of State of North Carolina and in the office of the Corporation Commission of Virginia.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|---------------------------|-----------------------------|------------------------------------|
| Philip Allen..... | Providence, R. I..... | October 14, 1914. |
| Frederick Bull..... | New York, N. Y..... | |
| R. R. Colgate..... | New York, N. Y..... | |
| W. E. Covey..... | New York, N. Y..... | |
| F. L. Chadbourne, Jr..... | New York, N. Y..... | |
| E. C. Duncan..... | Raleigh, N. C..... | |
| C. E. Foy..... | New Bern, N. C..... | |
| C. H. Hix..... | Norfolk, Va..... | |
| Jos. W. Harrison..... | New York, N. Y..... | |
| B. A. Jackson..... | Providence, R. I..... | |
| A. R. Krech..... | New York, N. Y..... | |
| S. H. Nicholson..... | Providence, R. I..... | |
| Marsden J. Perry..... | Providence, R. I..... | |
| R. H. Swartwout..... | New York, N. Y..... | |
| Frank A. Sayles..... | Saylesville, R. I..... | |
| F. A. Vanderlip..... | New York, N. Y..... | |
| W. H. Williams..... | New York, N. Y..... | |
| Lewis L. Clarke..... | New York, N. Y..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|----------------------------|--------------------------|
| Chairman of the Board..... | Marsden J. Perry..... | Providence, R. I. |
| President..... | C. H. Hix..... | Norfolk, Va. |
| First Vice-President..... | R. H. Swartwout..... | New York, N. Y. |
| Secretary..... | Morris S. Hawkins..... | Norfolk, Va. |
| Treasurer..... | Mathias Manly..... | Norfolk, Va. |
| General Solicitor..... | W. B. Rodman..... | Norfolk, Va. |
| Attorney, or General Counsel..... | Chadbourne and Shores..... | New York, N. Y. |
| Auditor..... | W. L. Bird..... | Norfolk, Va. |
| General Manager..... | C. H. Hix..... | Norfolk, Va. |
| Assistant General Manager..... | L. M. Jones..... | Norfolk, Va. |
| Chief Engineer..... | F. L. Nicholson..... | Norfolk, Va. |
| General Superintendent..... | W. A. Witt..... | Norfolk, Va. |
| Traffic Manager..... | E. D. Kyle..... | Norfolk, Va. |
| General Passenger Agent..... | H. S. Leard..... | Norfolk, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, **W. L. Bird**; title, Auditor; address, Norfolk, Va.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

| NAME | CONTROL | | | | | |
|---|---------------|--------------------------------|------------|--------------------|--|--|
| | Sole or Joint | How Established | Extent | Direct or Indirect | If Indirect, Name of Intermediary Through Which Control is Established | Other Parties to Agreement for Joint Control |
| <i>Active Corporations:</i> Norfolk and Portsmouth Belt Line Railroad Company..... | Joint | Through purchase of stock..... | 1-7th..... | Indirect..... | 1-7 owner of stock..... | Norfolk and Western Railway, New York, Philadelphia and Norfolk Railroad, Chesapeake and Ohio Railway, Southern Railway Company, Atlantic Coast Line Railway, Seaboard Air Line Railway. |
| Goldboro Union Station Co..... | Joint | " | 1-3rd..... | Indirect..... | 1-3 owner of stock..... | Southern Railway Company, Atlantic Coast Line Railway. |
| Norfolk Terminal Railway Co.... | Joint | " | 1-3rd..... | Indirect..... | 1-3 owner of stock..... | Virginian Railway Company, Norfolk and Western Railway Company. |
| Raleigh, Charlotte and Southern Railway Company..... | Sole | " | All..... | Direct | | |

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—October 8, 1913.
 Date of last closing of stock books before end of year for which this report is made—September 21, 1912.
 Total number of stockholders of record at that date—257.
 Has each share of stock one vote?—Yes.
 Has any issue of securities contingent voting rights?—No.
 Has any issue of securities special privileges in the election of directors?—No.
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.
 Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|--------------------------------------|-----------------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Norfolk Southern Railroad Company..... | Norfolk (Lovitt Ave.).. | Tidewater Jet..... | 1.79 | |
| | Berkley, Va..... | Edenton, N. C..... | 74.59 | |
| | Euclid, Va..... | Munden, Va..... | 22.31 | |
| | Euclid, Va..... | Providence Jet., Va..... | 7.51 | |
| | Edenton, N. C..... | Mackeys, N. C..... | 8.73 | |
| | Suffolk, Va..... | Edenton, N. C..... | 50.21 | |
| | Beekford Jct., Va..... | Elizabeth City, N. C..... | 23.20 | |
| | Mackeys, N. C..... | Belhaven, N. C..... | 29.41 | |
| | Bishop King, N. C..... | Pinetown, N. C..... | 11.09 | |
| | Mackeys, N. C..... | Columbia, N. C..... | 22.97 | |
| | Mackeys, N. C..... | Washington, N. C..... | 44.32 | |
| | Washington, N. C..... | Bridgeton, N. C..... | 33.53 | |
| | Chocowinity, N. C..... | Raleigh, N. C..... | 102.06 | |
| | New Bern, N. C..... | Oriental, N. C..... | 26.02 | |
| | Morehead City, N. C..... | Beaufort, N. C..... | 3.18 | 469.94 |
| <i>Branches and Spurs:</i> | | | | |
| | Berkley Yard..... | Fosburg Lbr. Co. Mills..... | .48 | |
| | Edenton Yard..... | Edenton Cotton Mills..... | .80 | |
| | Edenton Yard..... | Branning Lbr. Co. Mills..... | 1.87 | |
| | Hootentown..... | Pamlico Chemical Co. Plant..... | .84 | 3.99 |
| <i>Operated Under Lease:</i> Atlantic and North Carolina Railroad Co..... | | | | |
| <i>Operated Under Trackage Rights:</i> Norfolk Terminal Railway Co..... | | | | |
| | Norfolk, Va. (Lovitt Ave.)..... | Morehead City, N. C..... | 95.00 | 95.00 |
| | Norfolk, Va. (Lovitt Ave.)..... | Norfolk, Va. (Union Station)..... | .36 | |
| Electric Railroad..... | Tidewater Jet., Va..... | Euclid, Va..... | 4.80 | |
| Virginian Railway..... | Tidewater Jet., Va..... | Carolina Jct., Va..... | 2.30 | |
| Southern Railway..... | Center St., Goldsboro, N. C..... | Goldsboro, Union Sta..... | .50 | |
| Union Station Co..... | Goldsboro, N. C..... | Goldsboro, Union Sta..... | .40 | |
| R. C. & S. Ry..... | Raleigh, N. C., Jones St..... | Sou. Ry. King, Raleigh..... | .48 | |
| Southern Ry..... | Raleigh, N. C., R. C. & S. King..... | Raleigh Union Sta..... | .34 | 9.18 |
| Total..... | | | 569.11 | 569.11 |

ROAD OPERATED—STATE OF VIRGINIA.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|---|---|--|---|
| | From | To | | |
| <i>Main Line:</i> Norfolk Southern Railroad..... | Norfolk, Lovitt Ave..... Berkley, Va..... Suffolk, Va..... Euclid, Va..... Euclid, Va..... Berkley Yard..... | Tidewater Jct., Va..... N. C. State line..... N. C. State line..... Munden, Va..... Providence Jct., Va..... Fosburg Lbr. Co. Mills..... | 1.79 22.05 13.43 22.31 7.51 .48 | 67.09 .48 |
| <i>Operated Under Trackage Rights:</i> Norfolk Terminal Railway Co..... | Norfolk, Va. (Lovitt, Ave.)..... | Norfolk, Va. (Union Station)..... | .36 | |
| Electric Railroad..... | Tidewater Jct., Va..... | Euclid, Va..... | 4.80 | |
| Virginian Railway..... | Tidewater Jct., Va..... | Carolina Jct., Va..... | 2.30 | 7.46 |
| Total mileage operated..... | | | 75.03 | 75.03 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary or Outside Operations.

| DESIGNATION | Character of Business | Title (Ownership, Leased, Etc.) | State or Territory. |
|------------------------|------------------------|---------------------------------|---------------------|
| Atlantic Hotel..... | Hotel..... | Leased..... | North Carolina. |
| Electric Railroad..... | Electric Railroad..... | Ownership..... | Virginia. |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Character of Business | State or Territory | Net Investment |
|-----------------------------------|-----------------------|----------------------------------|----------------|
| Miscellaneous tracts of land..... | ..... | Virginia and North Carolina..... | \$ 126,013 25 |
| Rail leased..... | Rent..... | Virginia and North Carolina..... | 52,537 56 |
| Total..... | ..... | ..... | \$ 178,550 81 |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|---|---------------|--------------------|-------------------|------------------|---|-------------------------------|
| | | Date | Term | | | |
| | | | From | To | | |
| Atlantic and North Carolina Railroad..... | 95.00 | Sept. 1, 1904.... | Sept. 1, 1904.... | Dec. 31, 1905... | <p><i>Rental as follows:</i></p> <p>September 1, 1904, to December 31, 1904.....\$ 13,479 00</p> <p>January 1, 1905, to December 31, 1921..... 53,916 00</p> <p>Per annum, payable semi-annually.</p> <p>January 1, 1925, to December 31, 1934..... 62,902 00</p> <p>Per annum, payable semi-annually.</p> <p>January 1, 1935, to December 31, 1944..... 71,888 00</p> <p>Per annum, payable semi-annually.</p> <p>January 1, 1945, to December 31, 1954..... 80,874 00</p> <p>Per annum, payable semi-annually.</p> <p>January 1, 1955, to December 31, 1964..... 89,860 00</p> <p>Per annum, payable semi-annually.</p> <p>January 1, 1965, to December 31, 1993..... 107,832 00</p> <p>Per annum, payable semi-annually.</p> <p>Payment of interest on \$25,000 0 per cent. bonds of A. & N. C. R. R. Co. payable semi-annually. Payment of \$1,200.00 per annum for keeping alive organization of A. & N. C. R. R. Co. Expenditure of \$250,000 account of betterment of roadbed, terminal facilities, etc. Payment of accrued taxes. Payment of \$12,000.00 of notes with interest thereon given by A. & N. C. R. R. Co. account purchase of Atlantic Hotel property.</p> <p>N. B.—Of the above \$12,000.00 there remains unpaid \$3,000.00 not yet due.</p> | |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not Held by Re- spondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | |
| N. S. R. R. 1st & ref. | 1911 | 1961 | \$25,000,000 | \$14,630,000 | \$2,283,000 | \$ 316,000 | ----- | \$12,367,000 | 5 | A. & F. | \$436,316 68 | \$ 319,735 83 |
| N. & S. R. R. first. | Var. | 1941 | 1,971,000 | 1,971,000 | ----- | ----- | ----- | 1,555,000 | 5 | M. & N. | 82,750 00 | 82,750 00 |
| N. & S. R. R. 1st gen. | Var. | 1954 | 10,000,000 | 2,865,000 | ----- | 2,040,000 | ----- | 825,000 | 5 | J. & J. | 41,250 00 | 41,250 00 |
| N. & S. R. Ry. 1st con. | Var. | 1952 | 700,000 | 700,000 | ----- | 50,000 | ----- | 650,000 | 5 | J. & J. | 32,500 00 | 32,500 00 |
| <i>Collateral Trust Notes:</i> | | | | | | | | | | | | |
| N. S. R. R. | 1912 | 1915 | 6,000,000 | Cancelled | on Feb. 10, 1913. | ----- | ----- | ----- | 5 | J. & J. | 165,283 47 | 165,283 47 |
| Total | ----- | ----- | \$43,671,000 | \$20,166,000 | \$2,283,000 | \$2,406,000 | ----- | \$15,497,000 | ----- | ----- | \$758,100 15 | \$ 641,519 30 |

*Assumed at reorganization, original dates unknown.

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD By RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | |
|--|-------------------------------------|---|---|-------------------------------------|-----------------------------------|--|-----------------------------------|----------------------------|--|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year | | |
| | | | | | Charged to Income | | | Charged to Construction | |
| Mortgage bonds..... | \$ 20,166,000 | \$ 2,263,000 | \$ 2,406,000 | | \$ 15,497,000 | \$ 476,481 63 | \$281,618 52 | \$ 641,519 30 | |
| PURPOSE OF THE ISSUE | | | | | | | | | |
| Issued for cash: | | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized | REMARKS | | | |
| N. S. R. R. 1st and ref. mortgage bonds..... | | \$ 53,000 | \$ 50,350 | | \$ 50,350 | | | | |
| N. & S. R. R. 1st mortgage bonds..... | | | | \$ 1,971,000 | | | | | |
| S. & C. Ry. 1st consol. bonds..... | | | | 700,000 | | | | | |
| Issued for purchase of railway or other prop- erty: | | | | | | | | | |
| N. & S. R. R. 1st general mortgage bonds..... | | | | 2,865,000 | | | | | |
| Issued for acquisition of securities: | | | | | | | | | |
| N. S. R. R. 1st and ref. mortgage bonds..... | | | | 544,000 | 516,800 | | | | |
| N. S. R. R. 1st and ref. mortgage bonds..... | | 6,000,000 | 5,640,000 | 5,986,000 | 5,640,000 | | | | |
| Issued for reorganization: | | | | | | | | | |
| N. S. R. R. 1st and ref. mortgage bonds..... | | | | 5,837,000 | 5,311,670 | | | | |
| N. S. R. R. 1st and ref. mortgage bonds..... | | | | 2,263,000 | | | | | |
| Total..... | | \$ 6,033,000 | \$ 5,690,350 | \$ 20,166,000 | \$ 11,518,820 | | | | |
| | | | | | | Sold at 95 on October 31, 1912. Cancelled on October 31, 1912. | | | |
| | | | | | | Sold at 95. Sold at 94 on Feb. 10, 1913, \$14,000 cancelled Feb. 13, 1913. | | | |
| | | | | | | In treasury. | | | |

*Issued for reorganization, amount of cash realized unknown.

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | | REMARKS |
|--------------------|-----------------------------|---------------|---------------------|-------------------------|-----------|-------------------------|
| | | To Railways | To Other Properties | Miles | Amount | |
| | | | | | | |
| Capital stock..... | \$ 18,000,000 | \$ 18,000,000 | | 464.93 | \$ 34,414 | Electric R. R. cut out. |
| Funded debt..... | 20,166,000 | 20,166,000 | | 464.93 | 43,374 | Electric R. R. cut out. |
| Total..... | \$ 38,166,000 | \$ 38,166,000 | | 464.93 | \$ 77,788 | |

DISCOUNT ON SECURITIES.
On Funded Debt.

| CLASS OF BOND OR OBLIGATION | NET AMOUNT OF DISCOUNT | | |
|---|------------------------|--------------------------------------|---|
| | Total | Charged to Income or Profit and Loss | To be Charged During Remaining Life of Security |
| | | | |
| S. R. R. first and refunding mortgage..... | \$ 513,947.85 | \$ 10,506.60 | \$ 503,441.25 |
| N. S. R. R. first and refunding mortgage..... | 27,107.00 | 558.00 | 26,549.00 |
| N. S. R. R. collateral trust notes..... | 319,800.00 | 119,832.93 | 200,177.07 |
| N. S. R. R. first and refunding mortgage..... | 1,325.00 | 26.52 | 1,298.48 |
| N. S. R. R. first and refunding mortgage..... | 359,650.00 | 3,122.56 | 356,527.44 |
| Total..... | \$1,221,829.85 | \$ 133,836.61 | \$ 1,087,993.24 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|---|---|--|--|--|---|
| | From | To | Miles | | |
| First and first general mortgage N. & S. R. R. | Berkley, Va. Mackey, N. C. Mackey, N. C. Mackey, N. C. Euclid, Va. Euclid, Va. Euclid, Va. South Norfolk, Va. | Edenton, N. C. Belhaven, N. C. Washington, N. C. Mundem, Va. Providence Jct. Route Va. Beach Route Va. Beach Route Edenton, N. C. Elizabeth City | 75.49 20.27 43.57 22.14 7.51 20.75 | | Assumed at reorganization, original dates unknown. |
| First consolidated mortgage Suffolk and Carolina Railway First and refunding mortgage N. S. R. R. Co. | Norfolk, Va. Suffolk, Va. Beckford Jct. All of the above and Edenton, N. C. Bishop's Cross, N. C. Edenton, N. C. Raleigh, N. C. Washington, N. C. New Bern, N. C. Mackey, N. C. Morehead City, N. C. Also covers leasehold tra R. Goldboro, N. C. | Pinetown, N. C. Mackey, N. C. Charlotte, N. C. New Bern, N. C. Oriental, N. C. Columbia, N. C. Beaufort, N. C. chase rights A. & N. C. R. Morehead City, N. C. | 24.31 50.83 23.20 10.95 8.73 102.08 33.26 26.02 23.38 2.82 95.00 | | |

*Unable to furnish.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | Through Issue of Securities | Adjustments | Total |
|--|---|-----------------------------------|---------------|---------------|
| Right of way and station grounds..... | | \$ 13,081 37 | | \$ 13,081 37 |
| Grade reductions and changes of line..... | \$ 72 00 | 40,378 48 | | 40,540 48 |
| Bridges, trestles and culverts..... | | 58,723 01 | | 58,723 01 |
| Increased weight of rail..... | | 76,584 32 | | 76,584 32 |
| Improved frogs and switches..... | | 7,882 74 | | 7,882 74 |
| Track fastenings and appurten- ances..... | | 17,357 23 | | 17,357 23 |
| Sidings and spur tracks..... | 14,719 54 | | | 14,719 54 |
| Improvement of crossings under or over grade..... | 227 52 | 824 19 | | 1,051 71 |
| Telegraph and telephone lines..... | 231 40 | 5,074 84 | | 5,306 24 |
| Station buildings and fixtures..... | 847 89 | | | 847 89 |
| Roadway machinery and tools..... | | 221 80 | | 221 80 |
| Water and fuel stations..... | 4,002 28 | | | 4,002 28 |
| Reconstruction of road purchased Equipment..... | 10,206 55 | 77,171 84 | | 77,171 84 |
| Other additions and betterments..... | 2,098 66 | 69 24 | \$ 150,821 02 | 140,614 47 |
| Section foreman's dwelling \$601 37 | | | | 2,167 90 |
| Glenwood yard track scales..... 1,497 29 | | | | |
| Total..... | \$ 32,405 84 | \$ 297,319 06 | \$ 150,821 02 | \$ 178,903 88 |

STATE OF VIRGINIA.

| | | | | |
|--|-------------|--------------|--------------|---------------|
| Right of way and station grounds..... | | \$ 1,717 53 | | \$ 1,717 53 |
| Grade reductions and changes of line..... | \$ 9 49 | 5,321 88 | | 5,331 37 |
| Bridges, trestles and culverts..... | | 7,739 69 | | 7,739 69 |
| Increased weight of rail..... | | 10,093 81 | | 10,093 81 |
| Improved frogs and switches..... | | 1,038 95 | | 1,038 95 |
| Track fastenings and appurten- ances..... | | 2,287 68 | | 2,287 68 |
| Sidings and spur tracks..... | 1,940 03 | | | 1,940 03 |
| Improvement of crossings under or over grade..... | 30 00 | 108 63 | | 138 63 |
| Telegraph and telephone lines..... | 30 50 | 668 86 | | 699 36 |
| Station buildings and fixtures..... | 111 75 | | | 111 75 |
| Roadway machinery and tools..... | | 29 23 | | 29 23 |
| Water and fuel stations..... | 527 50 | | | 527 50 |
| Reconstruction of road purchased Equipment..... | 1,345 22 | 10,171 25 | | 10,171 25 |
| Other additions and betterments..... | 276 60 | 9 13 | \$ 19,878 21 | Cr. 18,532 99 |
| Total—State of Virginia..... | \$ 4,271 09 | \$ 39,186 64 | \$ 19,878 21 | \$ 23,579 52 |

Explanatory Remarks.

NOTE—Figures shown in column marked "Adjustment" represent equipment transferred
to electric railroad books amounting to..... \$ 112,546 08
And the inventory value of equipment sold and destroyed..... 38,274 94
\$ 150,821 02

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | Through Issue of Securities | | | |
| I. ROAD: | | | | |
| Engineering..... | \$ 50,487 24 | \$ 13,031 37 | \$ 681 48 | \$ 64,200 09 |
| Right of way and station grounds..... | 642,301 29 | ----- | 9,914 20 | 652,215 49 |
| Real estate..... | ----- | ----- | 341 38 | 341 38 |
| Grading..... | 678,804 10 | 43,394 39 | 32,689 46 | 754,887 95 |
| Bridges, trestles and culverts..... | 411,647 04 | 58,723 01 | 6,451 78 | 476,821 83 |
| Ties..... | 87,619 19 | 2,207 93 | 19,135 44 | 108,962 56 |
| Rails..... | 89,738 80 | 80,264 20 | 15,793 55 | 185,796 55 |
| Frogs and switches..... | 2,535 62 | 8,618 71 | 2,839 65 | 13,993 98 |
| Track fastenings and other material..... | 13,660 08 | 18,093 20 | 1,827 62 | 33,580 90 |
| Ballast..... | 33 00 | 1,471 96 | 4,509 06 | 6,014 02 |
| Track laying and surfacing..... | 34,335 97 | 2,943 92 | ----- | 37,279 89 |
| Roadway tools..... | 397 02 | 221 80 | 1,409 12 | 2,027 94 |
| Fencing right of way..... | 22 99 | ----- | 7 51 | 30 50 |
| Crossings and signs..... | 2,928 87 | 1,051 71 | 711 90 | 4,692 48 |
| Interlocking and other signal apparatus..... | 10,275 49 | ----- | 62 79 | 10,338 28 |
| Telegraph and telephone lines..... | 8,582 86 | 5,306 24 | 17,582 93 | 31,472 03 |
| Station buildings and fixtures..... | 293 25 | 847 89 | 120,103 34 | 121,244 48 |
| General office buildings and fixtures..... | ----- | ----- | 11,110 42 | 11,110 42 |
| Shops, enginehouses and turntables..... | 3,170 50 | ----- | 1,482 86 | 4,653 36 |
| Shop machinery and tools..... | ----- | ----- | 3,343 56 | 3,343 56 |
| Water stations..... | 48 03 | 4,002 28 | 10,685 24 | 14,735 55 |
| Storage warehouses..... | ----- | ----- | 57 20 | 57 20 |
| Dock and wharf property..... | ----- | ----- | 2,646 24 | 2,646 24 |
| Electric-power transmission..... | ----- | ----- | 1,950 60 | 1,950 60 |
| Miscellaneous structures..... | 55 36 | 2,167 90 | 9,976 32 | 12,199 58 |
| Repairs of equipment..... | 67 91 | ----- | ----- | 67 91 |
| Cost of road purchased..... | ----- | 77,171 84 | 16,931,898 68 | 17,009,070 52 |
| Total..... | \$2,037,004 61 | \$ 319,518 35 | \$17,207,212 33 | \$19,563,735 29 |
| II. EQUIPMENT: | | | | |
| Steam locomotives..... | ----- | \$Cr. 8,439 98 | \$ 492,285 72 | \$ 483,845 74 |
| Electric locomotives..... | ----- | Cr. 11,803 19 | 11,803 19 | ----- |
| Passenger-train cars..... | ----- | Cr. 98,285 36 | 345,699 95 | 247,414 59 |
| Freight-train cars..... | ----- | Cr. 28,849 99 | 1,833,666 40 | 1,804,816 41 |
| Work equipment..... | ----- | ----- | 14,684 80 | 14,684 80 |
| Floating equipment..... | ----- | 6,764 05 | 88,173 73 | 94,937 73 |
| Total..... | ----- | \$Cr.140,614 47 | \$ 2,786,313 79 | \$ 2,645,699 32 |
| III. GENERAL EXPENDITURES: | | | | |
| Law expenses..... | \$ 16,703 97 | ----- | \$ 19,779 45 | \$ 36,483 42 |
| Stationery and printing..... | 253 67 | ----- | ----- | 253 67 |
| Interest and commissions..... | 221,312 98 | ----- | 56,175 10 | 277,488 08 |
| Other expenditures..... | 8,762 33 | ----- | ----- | 8,762 33 |
| Total..... | \$ 247,032 95 | ----- | \$ 75,954 55 | \$ 322,987 50 |
| RECAPITULATION | | | | |
| I. Road..... | \$2,037,004 61 | \$ 319,518 35 | \$17,207,212 33 | \$19,563,735 29 |
| II. Equipment..... | ----- | Cr.140,614 47 | 2,786,313 79 | 2,645,699 32 |
| III. General expenditures..... | 247,032 95 | ----- | 75,954 55 | 322,987 50 |
| Total—Entire line..... | \$2,284,037 56 | \$ 178,903 88 | \$20,069,480 67 | \$22,532,422 11 |
| Total—State of Virginia..... | \$ 301,036 15 | \$ 23,579 53 | \$ 2,645,157 55 | \$ 2,969,773 23 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—STATE OF VIRGINIA.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | Through Issue of Securities | | | |
| I. ROAD: | | | | |
| Engineering..... | \$ 6,654 22 | \$ 1,717 53 | \$ 89 82 | \$ 8,461 57 |
| Right of way and station grounds..... | 84,655 31 | ----- | 1,306 69 | 85,962 00 |
| Real estate..... | ----- | ----- | 44 99 | 44 99 |
| Grading..... | 89,466 38 | 5,719 39 | 4,308 47 | 99,494 24 |
| Bridges, trestles and culverts..... | 54,255 08 | 7,739 69 | 850 34 | 62,845 11 |
| Ties..... | 11,548 21 | 291 02 | 2,522 05 | 14,361 28 |
| Rails..... | 11,827 57 | 10,578 80 | 2,081 59 | 24,487 96 |
| Frogs and switches..... | 334 19 | 1,135 95 | 374 27 | 1,844 41 |
| Track fastenings and other material..... | 1,800 40 | 2,384 68 | 240 88 | 4,425 96 |
| Ballast..... | 4 35 | 194 00 | 594 30 | 792 65 |
| Track laying and surfacing..... | 4,525 48 | 388 02 | ----- | 4,913 50 |
| Roadway tools..... | 52 33 | 29 23 | 185 72 | 267 28 |
| Fencing right of way..... | 3 04 | ----- | 99 | 4 03 |
| Crossings and signs..... | 386 03 | 138 62 | 93 83 | 618 48 |
| Interlocking and other signal apparatus..... | 1,354 31 | ----- | 8 28 | 1,362 59 |
| Telegraph and telephone lines..... | 1,131 22 | 699 36 | 2,317 43 | 4,148 01 |
| Station buildings and fixtures..... | 38 65 | 111 75 | 15,829 62 | 15,980 02 |
| General office buildings and fixtures..... | ----- | ----- | 1,464 35 | 1,464 35 |
| Shops, enginehouses and turntables..... | 417 87 | ----- | 195 44 | 613 31 |
| Shop machinery and tools..... | ----- | ----- | 440 68 | 440 68 |
| Water stations..... | 6 33 | 527 50 | 1,408 31 | 1,942 14 |
| Storage warehouses..... | ----- | ----- | 7 54 | 7 54 |
| Dock and wharf property..... | ----- | ----- | 348 77 | 348 77 |
| Electric power transmission..... | ----- | ----- | 257 09 | 257 09 |
| Miscellaneous structures..... | 7 30 | 285 73 | 1,314 88 | 1,607 91 |
| Repairs of equipment..... | 8 94 | ----- | ----- | 8 94 |
| Cost of road purchased..... | ----- | 10,171 25 | 2,231,624 25 | 2,241,795 50 |
| Total—State of Virginia..... | \$ 268,477 21 | \$ 42,112 52 | \$2,267,910 58 | \$ 2,578,500 31 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|------------------|-------------------|
| | Entire Line | State of Virginia |
| Investment since June 30, 1907..... | \$ 22,532,422 11 | \$ 2,969,773 23 |
| Total..... | \$ 22,532,422 11 | \$ 2,969,773 23 |
| Reserve for accrued depreciation—Cr..... | 142,220 24 | 18,744 63 |
| Net total..... | \$ 22,390,201 87 | \$ 2,951,028 60 |
| Cost per mile of line..... | 48,158 22 | 43,673 65 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|--|-----------------|-----------------|
| Rail operations—Revenues..... | \$ 3,334,756 22 | |
| Rail operations—Expenses..... | 2,122,216 92 | |
| Net revenue—Rail operations..... | | \$ 1,212,539 30 |
| Auxiliary (or outside) operations—Revenues..... | \$ 16,344 29 | |
| Auxiliary (or outside) operations—Expenses..... | 27,770 47 | |
| Net (deficit) Auxiliary operations..... | | 11,426 18 |
| Net railway operating revenue..... | | \$ 1,201,113 12 |
| Railway tax accruals..... | | 103,465 36 |
| Railway operating income..... | | \$ 1,097,647 76 |
| OTHER INCOME: | | |
| Joint facility rent income..... | \$ 4,508 40 | |
| Net profit from miscellaneous physical property..... | 4,590 12 | |
| Dividend income..... | 320,632 00 | |
| Income from funded securities..... | 8,139 17 | |
| Income from unfunded securities and accounts..... | 11,570 27 | |
| Miscellaneous income..... | 81 05 | |
| Total other income..... | | 349,521 01 |
| Gross income..... | | \$ 1,447,168 77 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Deductions for lease of other roads..... | \$ 75,826 00 | |
| Hire of equipment—Debit balance..... | 12,213 87 | |
| Joint facility rent deductions..... | 24,875 71 | |
| Interest deductions for funded debt..... | 476,481 63 | |
| Interest deductions for unfunded debt..... | 7,632 52 | |
| Amortisation of discount on funded debt..... | 15,261 73 | |
| Total deductions..... | | 612,291 46 |
| Net income..... | | \$ 834,877 31 |
| DISPOSITION OF NET INCOME: | | |
| Dividend appropriations of income..... | | 320,000 00 |
| Income balance transferred to credit of profit and loss..... | | \$ 514,877 31 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|----------------|-----------------|
| Balance (at beginning of fiscal period)..... | | \$ 713,054 78 |
| Credit balance transferred from income account..... | | 514,877 31 |
| Delayed income credits..... | | *4,890 65 |
| Miscellaneous credits..... | | †25,045 68 |
| Debt discount extinguished through surplus..... | \$ 118,574 88 | |
| Miscellaneous debits..... | ‡3,267 18 | |
| Balance credit or debit (at end of fiscal period) carried to general balance sheet..... | 1,135,996 36 | |
| Total..... | \$1,257,839 42 | \$ 1,257,839 42 |

*Interest on rail leased to Kinston and Carolina Railroad and Lumber Company.

Period December, 1910, to June 30, 1912, \$4,860.65.

†Difference between book value and par value of 105 John L. Roper Lumber Company first mortgage bonds retired, \$21,000.00 unclaimed wages, May, 1910, to June 30, 1912.

‡\$3,267.18. Various uncollectible accounts.

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Par Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|--------------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| Norfolk Southern Railroad Company, common stock..... | $\frac{1}{2}$ of 1 | ..... | \$ 16,000,000 | \$ 80,000 00 | ..... | 1912 | 1912 |
| | $\frac{1}{2}$ of 1 | ..... | 16,000,000 | 80,000 00 | ..... | 1913 | 1913 |
| | $\frac{1}{2}$ of 1 | ..... | 16,000,000 | 80,000 00 | ..... | 1913 | 1913 |
| | $\frac{1}{2}$ of 1 | ..... | 16,000,000 | 80,000 00 | ..... | 1913 | 1913 |
| Total..... |  |  | ..... | \$320,000 00 | | | |

SECURITIES OWNED—STOCKS.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEDGED | | UNPLEDGED | | DIVIDENDS DECLARED | |
|--|-----------------------|-----------------------|---------------------|-----------------------|--------------------|----------------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Norfolk and Portsmouth Belt Line Railroad | \$ 7,200 00 | \$ 7,200 00 | | | 6 | \$ 432 00 |
| Norfolk Union Station Company | 5,000 00 | 5,000 00 | | | 4 | 200 00 |
| Norfolk Terminal Railroad Company | 25,300 00 | 25,300 00 | | | | |
| Norfolk and Carolina Railroad and Lumber Company | 35,000 00 | 35,000 00 | \$ 35,000 00 | \$ 35,000 00 | | |
| Carolina Railroad Company | | | | | | |
| Other than railway companies—Active: | | | | | | |
| John L. Roper Lumber Company | \$1,000,000 00 | 100 00 | | | 32 | 320,000 00 |
| Total | \$1,072,500 00 | \$ 72,600 00 | \$ 35,000 00 | \$ 35,000 00 | | \$ 320,632 00 |
| Stocks of companies not proprietary, affiliated, or controlled held for investment: | | | | | | |
| Other than railway companies—Active: | | | | | | |
| Zachary Company | \$ 3,500 00 | \$ 2,950 00 | | | | |
| Spartan Land and Improvement Company | 4,000 00 | 1,847 79 | | | | |
| Other than railway companies—Inactive: | | | | | | |
| Janestown Exposition Company | 6,500 00 | 1 00 | | | | |
| Total | \$ 14,000 00 | \$ 4,098 79 | | | | |

SECURITIES OWNED—FUNDED DEBT.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | FUNDED | | UNPLEDGED | | INTEREST ACCRUED | |
|---|--------------------|-----------------------|--------------------|-----------------------|------------------|-------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Funded debt of proprietary, affiliated, and controlled companies held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Goldboro Union Station Company..... | \$ 28,000 00 | \$ 28,000 00 | | | 4½ | \$ 1,260 00 |
| Other than railway companies—Active: | | | | | | |
| John L. Roper Lumber Company..... | 4,895,000 00 | 3,916,000 00 | | | | 1,079 17 |
| Total..... | \$4,923,000 00 | \$3,944,000 00 | | | | \$ 2,339 17 |
| Funded debt of companies not proprietary, affiliated or controlled held for investment: | | | | | | |
| Other than railway companies—Active: | | | | | | |
| North Carolina Construction 6 per cent. consolidated bonds.... | \$ 80,000 00 | \$ 80,000 00 | | | 6 | \$ 4,800 00 |
| County of Pamlico..... | 20,000 00 | 20,000 00 | | | 5 | 1,000 00 |
| Total..... | \$ 100,000 00 | \$ 100,000 00 | | | | \$ 5,800 00 |

REPORT STATE CORPORATION COMMISSION

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | PAR VALUE | DIVIDENDS OR INTEREST |
|--|----------------|--------------------------|
| Stocks: | | |
| Stocks of railway companies—Active..... | \$ 107,500 00 | \$ 632 00 |
| Stocks of other than railway companies—Active..... | 1,007,500 00 | 320,000 00 |
| Stocks of other than railway companies—Inactive..... | 6,500 00 | |
| Total..... | \$1,121,500 00 | \$ 320,632 00 |
| FUNDED DEBT: | | |
| Funded debt of respondent "in treasury" and "pledged as collateral"..... | \$4,669,000 00 | |
| Funded debt of railway companies—Active..... | 28,000 00 | \$ 1,200 00 |
| Funded debt of other than railway companies—Active..... | 4,995,000 00 | 6,879 17 |
| Total..... | \$9,692,000 00 | \$ 8,139 17 |

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission?—No.

ADVANCES TO PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES.

Temporary Advances for Various Purposes.

| NAME OF COMPANY | AMOUNT |
|--------------------------------------|-----------|
| Goldsboro Union Station Company..... | \$ 217 61 |

SPECIAL DEPOSITS.

| DESIGNATION OF DEPOSIT AND DESCRIPTION OF SECURITY OR PROPERTY | Cash | Total |
|---|-------------|-------------|
| Metropolitan Trust Company, New York, cash proceeds, sale of mortgage property..... | \$ 2,000 00 | \$ 2,000 00 |

SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary or Outside Operations.

| DESIGNATION | Revenues | Expenses | Net Revenue or Deficit |
|-----------------------------|--------------|--------------|---------------------------|
| Hotels and restaurants..... | \$ 16,344 29 | \$ 27,770 47 | Def. \$11,426 18 |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Revenue (or Income) | Net Income or Loss |
|------------------|------------------------|-----------------------|
| Rail leased..... | \$ 4,590 12 | \$ 4,590 12 |

RENTS RECEIVABLE.

Joint Facility Rent Income.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|---|---------------------|---------------------------------|-------------|
| <i>Tracks:</i> Between Tide- water Junction and Norfolk Terminal Rail- way tracks..... | Norfolk, Va..... | Electric Railroad..... | \$ 1,985 40 |
| N. S. R. R. tracks Yards and Terminals: | Norfolk, Va..... | Virginian Railway Company.... | 78 06 |
| New Bern Union Station..... | New Bern, N. C..... | Atlantic Coast Line Railroad... | 2,280 09 |
| <i>Other Facilities:</i> Interest on de- posits..... | Norfolk, Va..... | Norfolk Terminal Railway Co.. | 164 85 |
| Total..... | | | \$ 4,508 40 |

MISCELLANEOUS INCOME.

| SOURCE OF INCOME | AMOUNT |
|--|----------|
| Commissions for collections of telephone tolls, test books, etc..... | \$ 81 05 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| FACILITY LEASED | LOCATION | NAME OF LESSOR | AMOUNT |
|---|-----------------------|-------------------------------|--------------|
| <i>Tracks:</i> Between Carolina Junction and Tidewater Crossing.... | Near Norfolk, Va..... | Virginian Railway Company.. | \$ 2,605 39 |
| Tidewater Junction and Euclid..... | Near Norfolk, Va..... | Electric Railroad Company.... | 3,197 30 |
| In connection with the Golds- boro Union Station..... | Goldsboro, N. C..... | Southern Railway Company.. | 355 19 |
| <i>Yards and Terminals:</i> Raleigh Union Station..... | Raleigh, N. C..... | Seaboard Air Line Ry..... | 3,071 47 |
| | | Southern Railway Company.. | 736 55 |
| Goldsboro Union Station..... | Goldsboro, N. C..... | Goldsboro Union Station Co.. | 526 47 |
| Joint Station at Suffolk with Norfolk and Western Ry..... | Suffolk, Va..... | Lummis & Co..... | 25 00 |
| Norfolk Terminal Station..... | Norfolk, Va..... | Norfolk Terminal Ry. Co..... | 14,358 35 |
| Total..... | | | \$ 24,875 71 |

Deductions for Lease of Other Roads.

| ROAD LEASED | Guaranteed Interest on Bonds | Cash | Total |
|---|------------------------------------|--------------|--------------|
| Atlantic and North Carolina Railroad..... | \$ 19,500 00 | \$ 56,326 00 | \$ 75,826 00 |

HIRE OF EQUIPMENT.

Equipment Leased.

| KIND OF EQUIPMENT | NAME OF LESSEE | Number of Units | Amount |
|-------------------------------|--|--------------------|--------------------|
| RENTS ACCRUED PAYABLE: | | | |
| Locomotives..... | J. A. Wilkinson..... | 1 | \$ 1,670 00 |
| Locomotives..... | Kinston and Carolina R. R. and Lumber Co..... | 1 | 180 00 |
| Locomotives..... | John L. Roper Lumber Co..... | 1 | 1,107 50 |
| Passenger cars..... | S. W. Wilkinson & Bros..... | 1 | 45 66 |
| Passenger cars..... | Kinston and Carolina R. R. and Lumber Co..... | 2 | 55 00. |
| Freight cars..... | Belhaven Light and Ice Co..... | 2 | 91 25 |
| Freight cars..... | Kinston and Carolina R. R. and Lumber Co..... | 62 | 3,123 15 |
| Steam derrick..... | Frederick Iron and Metal Co..... | 1 | 5 00 |
| Total..... | | 71 | \$ 6,277 54 |

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|-------------------------|--------------------------------------|------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCRUED ON EQUIPMENT BORROWED: | | | | | |
| Passenger-train cars..... | 56 | \$ 4 00 5 00 7 00 | | | \$ 319 00 |
| Freight-train cars..... | 768,654 | 30c, 35, 45c | | | 313,258 74 |
| Total..... | 768,710 | | | | \$ 313,577 74 |
| ACCRUED ON EQUIPMENT LOANED: | | | | | |
| Freight locomotives..... | 335 | \$5 00 | | | \$ 1,675 00 |
| Passenger-train cars..... | 159 | 5 00 | | | 795 00 |
| Freight-train cars..... | 326 | 4 00 | | | 1,304 00 |
| | 762,806 | 30, 35, 40c | | | 301,381 90 |
| Total..... | 763,626 | | | | \$ 305,155 90 |

Explanatory Remarks.

| | | |
|------------------------------------|--|----------------------|
| Freight cars loaned: | | |
| 183 days at \$25.00 per month..... | | \$ 150 00 |
| 57,056 days at 30c..... | | 17,116 83 |
| 333,904 days at 35c..... | | 116,866 45 |
| 371,663 days at 45c..... | | 167,248 62 |
| 762,811 | | \$ 301,381 90 |
| Passenger cars borrowed: | | |
| 1 day at \$4.00..... | | 4 00 |
| 35 days at 5.00..... | | 175 00 |
| 20 days at 7.00..... | | 140 00 |
| 56 | | \$ 319 00 |
| Freight cars borrowed: | | |
| 49,385 days at 30c..... | | 14,815 50 |
| 252,278 days at 35c..... | | 88,297 25 |
| 466,991 days at 45c..... | | 210,145 99 |
| 768,654 | | \$ 313,258 74 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars.

| CARS USED | | Number Car Miles | COMPENSATION | |
|----------------------|---------------------------|---------------------|--------------|-------------|
| Name of Owner | Description | | Rate | Amount |
| Pullman Company..... | Pullman cars..... | 500,545 | 2c | \$10,010 91 |
| | Sleepers and broiler..... | 5,868 | 1c | 58 68 |
| Total..... | | 506,413 | | \$10,069 59 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|---------------|
| Equipment leased..... | \$ 7,277 56 | |
| Equipment interchanged..... | 305,155 90 | \$ 313,577 74 |
| Private cars..... | | 10,069 59 |
| Total..... | \$ 311,433 46 | \$ 323,647 33 |
| Balance, as shown in income statement..... | 12,213 87 | |

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX | | SPECIFIC TAX | | | On Property Owned, not Used in Operation and Miscellaneous | Internal Revenue U. S. Gov- ernment | TOTAL |
|-----------------------|---|---|-------------------------------------|---|---|---|--|---------------|
| | On the Value of Real and Personal Property | On the Value of Stocks or Bonds, or on Valuation Based on Earnings, or Dividends, or Other Results of Operation | On Stocks, Bonds, Loans, etc. | On Gross or Net Earnings, Revenue or Dividends | On Traffic, or Some Physi- cal Quality of Property Operated, or on Privilege | | | |
| Virginia..... | \$ 12,333 63 | ----- | ----- | \$ 6,045 38 | ----- | ----- | ----- | \$ 18,379 01 |
| North Carolina..... | 76,804 23 | ----- | ----- | ----- | \$ 2,469 30 | \$ 375 00 | \$ 5,437 82 | 79,048 53 |
| U. S. Government..... | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 6,437 82 |
| Total..... | \$ 89,137 86 | ----- | ----- | \$ 6,045 38 | \$ 2,469 30 | \$ 375 00 | \$ 5,437 82 | \$ 103,465 36 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

Changes in mileage.

| Decrease: | Miles | Miles | Miles |
|---|-------|-------|-------|
| Owned mileage: | | | |
| Electric Railroad mileage cut out..... | 45.06 | 45.06 | |
| Trackage: | | | |
| Electric Railroad, City Hall Ave. to 11th St., Norfolk..... | 0.87 | 0.87 | 45.93 |
| Increase: | | | |
| Owned: | | | |
| Lovitt Ave. to N. & W. Ry. Xing..... | 0.04 | | |
| N. & W. Ry. Xing to Tidewater Jet..... | 1.75 | | |
| Y connection tracks, Euclid..... | 0.17 | | |
| | | 1.96 | |
| Trackage: | | | |
| Electric R. R. Tidewater Jet. to Euclid..... | 4.80 | 4.80 | 6.76 |
| Net decrease..... | | | 39.17 |

All new funded debt issued—On October 31, 1912, \$53,000 N. S. R. R. first and refunding mortgage 5 per cent. gold bonds were issued and same were cancelled on same date.

On February 10, 1913, \$6,000,000 N. S. R. R. first and refunding mortgage 5 per cent. gold bonds were issued.

On February 13, 1913, \$14,000 N. S. R. R. first and refunding mortgage 5 per cent. bonds were cancelled.

On October 31, 1912, \$53,000 N. S. R. R., 3-year 5 per cent. collateral trust gold notes were cancelled.

On February 1, 1913, \$5,403,000 N. S. R. R. 3-year 5 per cent. collateral trust gold notes were cancelled.

All changes in the respondent's holdings of stocks and funded debt—\$105,000 par value of John L. Roper Lumber Company first mortgage sinking fund gold bonds were cancelled through sinking fund account as provided for in said mortgage.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|------------------|---|------------------|----------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment since June 30, 1907: | | |
| \$ 17,207,212 33 | Road..... | \$ 19,563,735 29 | \$ 2,356,523 96 |
| 2,756,313 79 | Equipment..... | 2,645,699 32 | *140,614 47 |
| 75,954 55 | General expenditures..... | 322,987 50 | 247,032 95 |
| \$ 20,060,450 67 | | \$ 22,532,422 11 | \$ 2,462,941 44 |
| 96,589 16 | Reserve for accrued depreciation—Cr..... | 142,220 24 | 45,331 08 |
| \$ 19,972,591 51 | Total..... | \$ 22,390,201 87 | \$ 2,417,610 36 |
| | <i>II. Securities:</i> | | |
| | Securities of proprietary, affiliated and controlled companies—Pledged: | | |
| \$ 72,600 00 | Stocks..... | \$ 72,600 00 | |
| 4,025,000 00 | Funded debt..... | 3,944,000 00 | \$ *84,000 00 |
| 2,406,000 00 | Securities issued or assumed—Pledged: | | |
| | Funded debt..... | 2,406,000 00 | |
| | Stocks..... | 35,000 00 | 35,000 00 |
| \$ 6,506,600 00 | Total..... | \$ 6,457,600 00 | \$ *49,000 00 |
| | <i>III. Other Investments:</i> | | |
| | Miscellaneous investments: | | |
| \$ 225,920 71 | Physical property..... | \$ 178,550 81 | |
| 104,348 79 | Securities—Pledged..... | 104,098 79 | |
| \$ 330,269 50 | Total..... | \$ 282,649 60 | \$ *47,619 90 |

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

| JUNE 30, 1912 | | JUNE 30, 1913 | |
|------------------|--|------------------|-------------------------|
| Amount | ASSETS—CONTINUED | Amount | Increase or Decrease |
| | WORKING ASSETS | | |
| \$ 1,211 657 95 | Cash..... | \$ 1,730,291 10 | \$ 519,633 10 |
| | Securities issued or assumed—Held in treasury: | | |
| 2,263,000 00 | Funded debt..... | 2,263,000 00 | |
| 584 00 | Loans and bills receivable..... | 584 00 | |
| 121,931 39 | Traffic and car-service balances due from other companies..... | 119,250 93 | *3,680 46 |
| 120,775 15 | Net balance due from agents and conductors..... | 126,839 90 | 6,063 75 |
| 173,325 95 | Miscellaneous accounts receivable..... | 415,639 67 | 242,312 72 |
| 229,267 27 | Materials and supplies..... | 514,638 58 | 235,391 23 |
| \$ 4,120,541 71 | Total..... | \$ 5,169,262 15 | \$ 1,049,720 44 |
| | ACCRUED INCOME NOT DUE | | |
| \$ 1,725 00 | Unmatured interest, dividends and rents receivable..... | \$ 1,725 00 | |
| | DEFERRED DEBIT ITEMS | | |
| \$ 217 61 | Advances: | \$ 217 61 | |
| 1,183 00 | Working funds..... | 1,298 00 | \$ 115 00 |
| 860,854 85 | Other advances..... | 1,097,993 24 | 227,139 89 |
| 2,000 00 | Unextinguished discount on funded debt..... | 2,000 00 | |
| 5,461,756 92 | Special deposits..... | 2,885,833 00 | *2,575,923 92 |
| | Other deferred debit items..... | | |
| \$ 6,826,012 38 | Total..... | \$ 3,977,341 85 | \$ *2,349,670 53 |
| \$ 37,257,740 10 | Grand total..... | \$ 38,278,780 47 | \$ 1,021,040 37 |
| | LIABILITIES | | |
| \$ 16,000,000 00 | Stock | \$ 16,000,000 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 14,180,000 00 | Mortgage bonds..... | \$ 20,166,000 00 | \$ 5,986,000 00 |
| 5,456,000 00 | Collateral trust bonds..... | | *5,456,000 00 |
| \$ 19,636,000 00 | Total..... | \$ 20,166,000 00 | \$ 530,000 00 |
| | WORKING LIABILITIES | | |
| \$ 61,924 71 | Loans and bills payable..... | \$ 20,000 00 | \$ 20,000 00 |
| | Traffic and car-service balances due to other companies..... | 50,470 23 | *11,454 43 |
| 290,877 66 | Audited vouchers and wages unpaid..... | 397,493 23 | 106,525 54 |
| 51,416 67 | Miscellaneous accounts payable..... | 13,221 03 | *33,125 59 |
| 193,875 00 | Matured interest, dividends and rents unpaid..... | 63,325 01 | *1,303,500 00 |
| 825 60 | Other working liabilities..... | 825 60 | |
| \$ 598,939 64 | Total..... | \$ 545,595 16 | \$ *53,404 49 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 157,938 00 | Unmatured interest, dividends and rents payable..... | \$ 272,197 46 | \$ 114,259 46 |
| 23,747 52 | Taxes accrued..... | 22,815 13 | 6,037 66 |
| \$ 181,705 52 | Total..... | \$ 302,012 64 | \$ 120,297 12 |
| | DEFERRED CREDIT ITEMS | | |
| \$ 127,990 16 | Other deferred credit items..... | \$ 127,196 31 | \$ 1,236 15 |
| | PROFIT AND LOSS | | |
| \$ 713,054 78 | Balance..... | \$ 1,135,936 36 | \$ 422,941 58 |
| \$ 37,257,740 10 | Grand total..... | \$ 33,273,733 47 | \$ 1,021,010 37 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 17,806 | 8,239 | 25,865 | 1.58 |
| Flour..... | 10,922 | 9,722 | 20,644 | 1.26 |
| Other mill products..... | 35,285 | 10,714 | 45,999 | 2.81 |
| Hay..... | 6,858 | 10,394 | 17,252 | 1.06 |
| Tobacco..... | 18,423 | 2,045 | 20,468 | 1.25 |
| Cotton..... | 28,070 | 6,542 | 34,612 | 2.12 |
| Fruit and vegetables..... | 43,925 | 19,049 | 62,974 | 3.85 |
| Other products of agriculture..... | 19,244 | 11,800 | 31,044 | 1.90 |
| Total..... | 180,333 | 78,525 | 258,858 | 15.83 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 2,688 | 1,392 | 4,080 | .25 |
| Dressed meats..... | 335 | 49 | 384 | .02 |
| Other packing-house products..... | 3,085 | 3,374 | 6,459 | .40 |
| Poultry, game and fish..... | 7,133 | 4,049 | 11,182 | .69 |
| Wool..... | 44 | 7 | 51 | .01 |
| Hides and leather..... | 283 | 75 | 358 | .02 |
| Other products of animals..... | 1,007 | 263 | 1,270 | .08 |
| Total..... | 14,575 | 9,209 | 23,784 | 1.47 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | 4,103 | 1,476 | 5,579 | .34 |
| Bituminous coal..... | 976 | 97,041 | 98,017 | 6.00 |
| Coke..... | 27 | 972 | 999 | .06 |
| Stone, sand and other like articles..... | 11,496 | 23,862 | 35,358 | 2.16 |
| Other products of mines..... | 5,318 | 3,113 | 8,431 | .52 |
| Total..... | 21,920 | 126,464 | 148,384 | 9.08 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 438,191 | 27,932 | 466,123 | 28.53 |
| Other products of forests..... | 281,686 | 19,379 | 301,065 | 18.43 |
| Total..... | 719,877 | 47,311 | 767,188 | 46.96 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 15,438 | 3,660 | 19,098 | 1.17 |
| Sugar..... | 5,016 | 2,021 | 7,037 | .43 |
| Naval stores..... | 743 | 637 | 1,380 | .08 |
| Iron, pig and bloom..... | 79 | 449 | 528 | .03 |
| Iron and steel rails..... | 15,818 | 2,471 | 18,289 | 1.12 |
| Other castings and machinery..... | 4,753 | 5,284 | 10,037 | .61 |
| Bar and sheet metal..... | 1,115 | 1,627 | 2,742 | .17 |
| Cement, brick and lime..... | 58,371 | 23,662 | 82,033 | 5.02 |
| Agricultural implements..... | 1,018 | 1,525 | 2,543 | .16 |
| Wagons, carriages, tools, etc..... | 1,493 | 1,964 | 3,457 | .21 |
| Wines, liquors and beers..... | 736 | 631 | 1,367 | .08 |
| Household goods and furniture..... | 4,593 | 5,354 | 9,947 | .61 |
| Other manufactures..... | 152,138 | 63,304 | 215,442 | 13.22 |
| Total..... | 261,311 | 113,089 | 374,400 | 22.91 |
| Merchandise..... | 32,000 | 10,477 | 42,477 | 2.60 |
| Miscellaneous: Other commodities not mentioned above..... | 14,418 | 4,286 | 18,704 | 1.15 |
| Total tonnage..... | 1,244,434 | 389,361 | 1,633,795 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 2,320 | 1,089 | 3,409 | 1.58 |
| Flour..... | 1,440 | 1,281 | 2,721 | 1.26 |
| Other mill products..... | 4,851 | 1,412 | 6,063 | 2.81 |
| Hay..... | 904 | 1,370 | 2,274 | 1.06 |
| Tobacco..... | 2,428 | 270 | 2,698 | 1.25 |
| Cotton..... | 3,700 | 862 | 4,562 | 2.12 |
| Fruit and vegetables..... | 5,789 | 2,511 | 8,300 | 3.83 |
| Other products of agriculture..... | 2,536 | 1,555 | 4,091 | 1.90 |
| Total..... | 23,768 | 10,350 | 34,118 | 15.83 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 346 | 183 | 529 | .25 |
| Dressed meats..... | 44 | 7 | 51 | .02 |
| Other packing-house products..... | 407 | 445 | 852 | .40 |
| Poultry, game and fish..... | 940 | 534 | 1,474 | .69 |
| Wool..... | 6 | ..... | 6 | .01 |
| Hides and leather..... | 39 | 10 | 49 | .02 |
| Other products of animals..... | 139 | 35 | 174 | .08 |
| Total..... | 1,921 | 1,214 | 3,135 | 1.47 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | 541 | 194 | 735 | .34 |
| Bituminous coal..... | 129 | 12,791 | 12,920 | 6.00 |
| Coke..... | 3 | 128 | 131 | .06 |
| Stone, sand and other like articles..... | 1,515 | 3,145 | 4,660 | 2.16 |
| Other products of mines..... | 701 | 410 | 1,111 | .52 |
| Total..... | 2,889 | 16,668 | 19,557 | 9.08 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 57,754 | 3,681 | 61,435 | 28.53 |
| Other products of forests..... | 37,126 | 2,554 | 39,680 | 18.43 |
| Total..... | 94,880 | 6,235 | 101,115 | 46.96 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 2,035 | 482 | 2,517 | 1.17 |
| Sugar..... | 661 | 266 | 927 | .43 |
| Naval stores..... | 98 | 84 | 182 | .08 |
| Iron, pig and bloom..... | 10 | 59 | 69 | .03 |
| Iron and steel rails..... | 2,085 | 326 | 2,411 | 1.12 |
| Other castings and machinery..... | 626 | 696 | 1,322 | .61 |
| Bar and sheet metal..... | 147 | 214 | 361 | .17 |
| Cement, brick and lime..... | 7,693 | 3,119 | 10,812 | 5.02 |
| Agricultural implements..... | 134 | 302 | 336 | .16 |
| Wagons, carriages, tools, etc..... | 197 | 259 | 456 | .21 |
| Wines, liquors and beers..... | 98 | 83 | 181 | .08 |
| Household goods and furniture..... | 605 | 706 | 1,311 | .61 |
| Other manufactures..... | 20,052 | 8,409 | 28,461 | 13.22 |
| Total..... | 34,441 | 14,905 | 49,346 | 22.91 |
| Merchandise..... | 4,218 | 1,381 | 5,599 | 2.60 |
| Miscellaneous: Other commodities not mentioned above..... | 1,900 | 565 | 2,465 | 1.15 |
| Total tonnage—State..... | 164,017 | 51,318 | 215,335 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton, Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|--|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 14,862 | 1,381,485 | 26,300 | 1 | 9.04 |
| Hay..... | 14,886 | 1,750,506 | 34,447 | 1 | 9.68 |
| Cotton..... | 29,003 | 4,129,682 | 105,588 | 2 | 5.57 |
| Live stock..... | 2,505 | 167,870 | 5,555 | 3 | 3.09 |
| Anthracite coal..... | 4,865 | 335,914 | 4,044 | 1 | 2.04 |
| Bituminous coal..... | 97,668 | 12,993,299 | 89,129 | ..... | 6.86 |
| Lumber..... | 460,477 | 51,461,322 | 543,704 | 1 | 0.57 |

MILEAGE—ENTIRE LINE.

Mileage of Road Operated (All Tracks.)

| LINE IN USE | LINE OWNED | | Line Operated Under Lease | Line Operated Under Trackage Rights | Total Mileage Operated | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|---------------------------|-------------------------------------|------------------------|----------------------------------|-------|--------|
| | Main Line | Branches and Spurs | | | | | Iron | Steel |
| ENTIRE LINE: | | | | | | | | |
| Miles of single track.. | 460.94 | 3.99 | 95.00 | 9.18 | 569.11 | ----- | ----- | 559.93 |
| Miles of second track | 1.78 | ----- | ----- | .36 | 2.14 | ----- | ----- | 1.78 |
| Miles of yard track and sidings..... | 90.41 | ----- | 23.25 | ----- | 113.66 | 4.23 | ----- | 113.66 |
| Total mileage operated (all tracks)... | 553.13 | 3.99 | 118.25 | 9.54 | 684.91 | 4.23 | ----- | 675.37 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | |
|---------------------------------------|--------|------|-------|------|--------|-------|-------|--------|
| Virginia..... | 67.09 | .48 | ----- | 7.46 | 75.03 | ----- | ----- | 67.57 |
| North Carolina..... | 393.85 | 3.51 | 95.00 | 1.72 | 494.08 | ----- | ----- | 492.36 |
| Total mileage operated (single track) | 460.94 | 3.99 | 95.00 | 9.18 | 569.11 | ----- | ----- | 559.93 |

MILEAGE—ENTIRE LINE—CONTINUED.

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Constructed During Year | RAILS | |
|---------------------------------------|------------|--------------------|---------------------|----------------------------------|-------|--------|
| | Main Line | Branches and Spurs | | | Iron | Steel |
| Virginia..... | 67.09 | .48 | 67.57 | ----- | ----- | 67.57 |
| North Carolina..... | 398.85 | 3.51 | 397.36 | ----- | ----- | 397.36 |
| Total mileage operated (single track) | 460.94 | 3.99 | 464.93 | ----- | ----- | 464.93 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|---|-------------------|---------|--------|---------|
| | TRAINMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Derailments..... | ----- | 1 | ----- | 1 |
| Falling from trains, locomotives, or cars..... | ----- | 1 | ----- | 1 |
| Jumping on or off trains, locomotives, or cars..... | ----- | 1 | ----- | 1 |
| Total..... | ----- | 3 | ----- | 3 |

Average number employed during year: Trainmen, 48; switch tenders, crossing tenders and watchmen, 5; stationmen, 32; shopmen, 57; trackmen, 54; telegraph employees, 3; other employees, 53; total 252.

| KIND OF ACCIDENT | PASSENGERS | | OTHER PERSONS | | | | | |
|---|------------|---------|---------------|---------|-----------------|---------|--------|---------|
| | | | TRESPASSING | | NOT TRESPASSING | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Collisions..... | ----- | 9 | ----- | ----- | ----- | ----- | ----- | ----- |
| Struck by trains, locomotives, or cars— | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| At other points along track..... | ----- | ----- | 3 | ----- | ----- | ----- | 3 | ----- |
| Total..... | ----- | 9 | 3 | ----- | ----- | ----- | 3 | ----- |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA—CONTINUED.

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | |
|--|-------------------|---------|---------|---------|----------|---------|-----------------|---------|--------|---------|
| | STATIONMEN | | SHOPMEN | | TRACKMEN | | OTHER EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Handling traffic..... | | 12 | | | | | | | | 12 |
| Handling tools, machinery, etc..... | | | | 40 | | 3 | | | | 43 |
| Handling supplies, etc..... | | | | 6 | | | | | | 6 |
| Other causes..... | | | | 8 | | | | | | 8 |
| Total..... | | 12 | | 48 | | 9 | | | | 69 |

| SUMMARY | | | | | | TOTAL | |
|------------------------|--|--|--|--|--|--------|---------|
| | | | | | | Killed | Injured |
| TABLE A: | | | | | | | |
| Railway employees..... | | | | | | | 3 |
| Passengers..... | | | | | | | 9 |
| Other persons..... | | | | | | 3 | |
| TABLE B: | | | | | | | |
| Railway employees..... | | | | | | | 69 |
| Grand total..... | | | | | | 3 | 81 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|----------------------|-------|------------------|--|----------------------------------|-------------------------------|------------------|---------------------------|--|-------------------|----------------------------|---|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | | | | | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| Norfolk, Va. (Lovitt Ave.) | Tidewater Jct. | 1.79 | 2 | .23 | 1.56 | .34 | 3 | 8.7 | .77 | 3 | 4.4 | .08 |
| Euclid, Va. | Munden, Va. | 22.31 | 7 | .87 | 21.44 | 9.61 | 10 | 41.1 | 6.58 | 12 | 53.8 | 6.12 |
| Euclid, Va. | Providence Jct., Va. | 7.51 | 6 | 1.24 | 6.27 | 3.44 | 1 | 10.5 | 1.99 | 3 | 5.4 | 2.08 |
| Berkley, Va. | N. C. State line. | 22.53 | 26 | 3.16 | 19.37 | 6.44 | 10 | 49.0 | 8.00 | 8 | 49.0 | 8.09 |
| Suffolk, Va. | N. C. State line. | 13.43 | 21 | 1.63 | 11.80 | 3.10 | 11 | 10.6 | 4.73 | 8 | 69.0 | 5.90 |
| Total | | 67.57 | 62 | 7.13 | 60.44 | 22.93 | 35 | 119.9 | 22.07 | 34 | 181.6 | 22.57 |

Bridges, Trestles, Tunnels, Etc.

| ITEM | NUMBER | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | Height of Lowest Above Surface of Rail | |
|-----------------------------|--------|---------------------|-------------------|-------------------|---|-----|
| | | | | | Feet | In. |
| BRIDGES: | | | | | | |
| Iron..... | 3 | 186 | 23 | 91 | | |
| Trestles..... | 10 | 1,181 | 36 | 436 | | |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | |
| Bridges..... | 1 | | | | 14 | 02 |

Gauge of track—4 feet, 8½ inches; 67.57 miles.

TELEGRAPH.

Owned by Company making this Report.

| TOTAL | | | OPERATED BY THIS COMPANY | | OPERATED BY ANOTHER COMPANY | |
|---------------|---------------|--|--------------------------|---------------|---|---------------|
| Miles of Line | Miles of Wire | | Miles of Line | Miles of Wire | Miles of Line | Miles of Wire |
| 40 | 40 | | | | | |
| | | | | | Name of Operating Company | |
| | | | | | Joint Western Union and N. S. Railroad. | |

Owned by Another Company, but Located on Property of Road Making This Report.

| Miles of Line | Miles of Wire | NAME OF OWNER | | NAME OF OPERATING COMPANY | |
|---------------|---------------|--------------------------------------|--|-----------------------------------|--|
| 44 | 48 | Western Union Telegraph Company..... | | Joint Western Union and Railroad. | |
| 6 | 12 | Western Union Telegraph Company..... | | Western Union. | |
| 13 | 13 | Western Union Telegraph Company..... | | Joint Western Union and Railroad. | |

Norfolk Terminal Railway Company

HISTORY.

Exact name of common carrier making this report—Norfolk Terminal Railway Company.

Date of organization—February 2, 1910.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia. An act of the General Assembly of Virginia, entitled "An act concerning corporations," which became a law on the 21st day of May, 1903, and amendments thereof.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not a consolidated company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term</i> |
|-----------------------|-----------------------------|-----------------------------------|
| Raymond DuPuy..... | Norfolk, Va..... | February 3, 1914. |
| James Berlingett..... | Norfolk, Va..... | |
| F. C. Uhlman..... | Norfolk, Va..... | |
| C. H. Hix..... | Norfolk, Va..... | |
| W. A. Witt..... | Norfolk, Va..... | |
| O. P. Dugan..... | Norfolk, Va..... | |
| E. M. Graham..... | Norfolk, Va..... | |
| N. D. Maher..... | Roanoke, Va..... | |
| A. C. Needles..... | Roanoke, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------|-----------------------------|--------------------------|
| President..... | Raymond DuPuy..... | Norfolk, Va. |
| Vice-President..... | C. H. Hix..... | Norfolk, Va. |
| Secretary..... | F. W. Russell..... | Norfolk, Va. |
| Treasurer..... | Caldwell Hardy..... | Norfolk, Va. |
| General Counsel..... | Walter H. Taylor..... | Norfolk, Va. |
| Auditor..... | F. W. Russell..... | Norfolk, Va. |
| Board of Control..... | E. M. Graham, Chairman..... | Norfolk, Va. |
| | Geo. Reith..... | Victoria, Va. |
| | W. A. Witt..... | Norfolk, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, F. W. Russell; title, Secretary and Auditor; address, Norfolk, Va.

The Board of Control has charge of the operation of the company.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—February 4, 1913.

Date of last closing of stock books before end of year for which this report is made—February 4, 1912.

Total number of stockholders of record at that date—12.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Joint.

(b) The name of the controlling corporation or corporations—Norfolk and Western Railway Company; Norfolk Southern Railroad Company, The Virginian Railway Company.

(c) The manner in which control was established—Ownership of stock of company.

(d) The extent of control—Complete.

(e) Whether control was direct or indirect—Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

TRACKS OPERATED.

List of Tracks the Operations of Which are Included in This Report.

| NAME OF OWNER | LOCATION | CHARACTER OF BUSINESS | MILES OF TRACK | | |
|-------------------------------|-------------------|--------------------------|----------------|------------------------|-------|
| | | | Main Track | Yard Track and Sidings | Total |
| Norfolk Terminal Railway----- | Norfolk, Va.----- | Terminal facilities----- | .45 | 1.66 | 2.11 |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not held by Re- spondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| | | | | | | | | | | | | |
| Mortgage bonds..... | 1911 | 1961 | \$ 2,000,000 | \$ 1,000,000 | ----- | ----- | ----- | \$ 1,000,000 | 4 | M. & N. | \$ 39,999 97 | \$ 40,000 00 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | |
|-------------------------------|-------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|---|-------------------------------------|-----------------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | Amount Accrued During THE YEAR | Charged to Income | Amount Paid During the Year |
| Mortgage bonds..... | \$ 1,000,000 | ----- | ----- | ----- | \$ 1,000,000 | \$ 39,999 97 | ----- | \$ 40,000 00 |
| PURPOSE OF THE ISSUE | | | | | | | | |
| Issued for cash..... | | | | | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized |
| | | | | | ----- | ----- | \$ 1,000,000 | \$ 902,700 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | Assignment | | Amount Per Mile of Line | |
|--------------------|-----------------------------|--------------|---------------------|-------------------------|--------|
| | | To Railways | To Other Properties | Miles | Amount |
| | | | | | |
| Capital stock..... | \$ 75,900 | \$ 75,900 | ----- | .45 | ----- |
| Funded debt..... | \$ 1,000,000 | \$ 1,000,000 | ----- | .45 | ----- |
| Total..... | \$ 1,075,900 | \$ 1,075,900 | ----- | ----- | ----- |

DISCOUNT ON SECURITIES.
On Funded Debt.

| CLASS OF BOND OR OBLIGATION | NET AMOUNT OF DISCOUNT | | |
|--|------------------------|--------------------------------------|---|
| | Total | Charged to Income or Profit and Loss | To be Charged During Redemption of Security |
| | | | |
| First mortgage 50-year 4 per cent. gold bonds..... | \$ 97,300 00 | \$ 4,216 32 | \$ 93,083 68 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|---|---------------------------|--------------------------|-------|-------------------------------------|---|
| | From | To | Miles | | |
| First mortgage 50-year 4% gold bonds..... | All tracks located within | city of Norfolk, Va..... | 1.72 | ----- | Also building used for union passenger station and general offices of the three tenant lines. |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | From Cash or Other Working Assets | | | |
| I. ROAD: | | | | |
| Engineering..... | \$ 18 25 | ----- | \$ 544 14 | \$ 562 39 |
| Right of way and station grounds..... | | ----- | 379,494 56 | 379,494 56 |
| Grading..... | 1,073 62 | ----- | 3,287 14 | 4,360 76 |
| Bridges, trestles and culverts..... | 1,528 86 | ----- | | 1,528 86 |
| Ties..... | 1,641 65 | ----- | 4,137 40 | 5,779 05 |
| Rails..... | 25 50 | ----- | 9,749 08 | 9,774 58 |
| Frogs and switches..... | 684 49 | ----- | 2,171 02 | 2,855 51 |
| Track fastenings and other material..... | 272 71 | ----- | 3,452 52 | 3,725 23 |
| Ballast..... | 388 82 | ----- | 6,608 49 | 6,997 31 |
| Track laying and surfacing..... | 1,798 70 | ----- | 3,182 78 | 4,981 48 |
| Fencing right of way..... | 1,387 84 | ----- | | 1,387 84 |
| Crossings and signs..... | 5 50 | ----- | | 5 50 |
| Interlocking and other signal apparatus..... | 471 26 | ----- | | 471 26 |
| Telegraph and telephone lines..... | 471 26 | ----- | | 471 26 |
| Station buildings and fixtures..... | 8,005 57 | ----- | 485,315 10 | 493,320 67 |
| Rent of equipment..... | 71 70 | ----- | 895 15 | 966 85 |
| Total..... | \$ 17,845 73 | ----- | \$ 898,837 38 | \$ 916,683 11 |
| III. GENERAL EXPENDITURES: | | | | |
| Law expenses..... | | ----- | \$ 922 36 | \$ 922 36 |
| Stationery and printing..... | | ----- | 63 71 | 63 71 |
| Taxes..... | \$ 2,691 46 | ----- | 1,164 01 | 3,855 47 |
| Interest and commissions..... | Cr. 29 10 | ----- | 30,441 05 | 30,411 95 |
| Other expenditures..... | 75 00 | ----- | 8,358 07 | 8,433 07 |
| Total..... | \$ 2,737 36 | ----- | \$ 40,949 20 | \$ 43,686 56 |
| RECAPITULATION | | | | |
| I. Road..... | \$ 17,845 73 | ----- | \$ 898,837 38 | \$ 916,683 11 |
| III. General expenditures..... | 2,737 36 | ----- | 40,949 20 | 43,686 56 |
| Total—Entire line..... | \$ 20,583 09 | ----- | \$ 939,786 58 | \$ 960,369 67 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|-------------------------------------|--------------------------------------|
| | Entire Line and State of Virginia |
| Investment since June 30, 1907..... | \$ 960,369 67 |
| Total..... | \$ 960,369 67 |
| Net total..... | \$ 960,369 67 |
| Cost per mile of line..... | 2,134,154 82 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|--|----|-----------|
| Railway tax accruals..... | \$ | 6,434 36 |
| Railway operating loss..... | \$ | 6,434 36 |
| OTHER INCOME: | | |
| Joint facility rent income..... | \$ | 52,175 25 |
| Total other income..... | | 52,175 25 |
| Gross income..... | \$ | 45,740 89 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Interest deductions for funded debt..... | \$ | 39,999 97 |
| Amortization of discount on funded debt..... | | 1,945 92 |
| Total deductions..... | | 41,945 89 |
| Net income..... | \$ | 3,795 00 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|-------------|-------------|
| Balance (at beginning of fiscal period)..... | | \$ 316 25 |
| Credit balance transferred from income account..... | | 3,795 00 |
| Miscellaneous debits (discount on securities)..... | \$ 2,108 24 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | 2,003 01 | |
| Total..... | \$ 4,111 25 | \$ 4,111 25 |

SECURITIES OWNED—FUNDED DEBT.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | UNPLEGGED | | INTEREST ACCRUED | |
|--|--------------------|-----------------------|------------------|----------|
| | Total Par Value | Cost or Book Value | Rate | Amount |
| Funded debt of companies not proprietary, affiliated, or controlled held for investment: | | | | |
| Railway companies—Active: | | | | |
| The Virginian Railway Company 50-year 5 per cent. gold bonds..... | \$ 15,000 | \$ 14,606 25 | ----- | \$ 89 58 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | Par Value | Dividends or Interest |
|--|-----------|--------------------------|
| FUNDED DEBT: | | |
| Funded debt of railway companies—Active..... | \$ 15,000 | \$ 89 58 |

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission?—No.

RENTS RECEIVABLE.

Joint Facility Rent Income.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|--------------------------|------------------|--|--|
| Yards and terminals..... | Norfolk, Va..... | Norfolk and Western Ry. Co..... Norfolk Southern R. R. Co..... The Virginian Railway Co..... | \$ 20,636 74 19,607 83 11,930 68 |
| Total..... | | | \$ 52,175 25 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|-----------------|--|-----------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment since June 30, 1907: | | |
| \$ 898,837 38 | Road..... | \$ 916,683 11 | \$ 17,845 73 |
| 40,949 20 | General expenditures..... | 43,686 56 | 2,737 36 |
| \$ 939,786 58 | Total..... | \$ 960,369 67 | \$ 20,583 09 |
| | <i>III. Other Investments:</i> | | |
| | Miscellaneous investments: | | |
| | Securities—Unpledged..... | \$ 14,606 25 | \$ 14,606 25 |
| | WORKING ASSETS | | |
| \$ 58,087 08 | Cash..... | \$ 15,507 84 | \$ *42,579 24 |
| 8,044 52 | Miscellaneous accounts receivable..... | 7,864 87 | *179 65 |
| \$ 66,131 60 | Total..... | \$ 23,372 71 | \$ *42,758 89 |
| | ACCRUED INCOME NOT DUE | | |
| | Unmatured interest, dividends and rents receivable..... | \$ 89 58 | \$ 89 58 |
| \$ 97,137 84 | DEFERRED DEBIT ITEMS | | |
| | Unextinguished discount on funded debt.... | \$ 93,083 68 | \$ *4,054 16 |
| \$ 1,103,056 02 | Grand total..... | \$ 1,091,521 89 | \$ 11,534 13 |
| | LIABILITIES | | |
| \$ 75,900 00 | STOCK | | |
| | Common stock..... | \$ 75,900 00 | |
| \$ 1,000,000 00 | MORTGAGE, BONDED AND SECURED DEBT | | |
| | Mortgage bonds..... | \$ 1,000,000 00 | |
| 19,423 08 | WORKING LIABILITIES | | |
| | Audited vouchers and wages unpaid..... | 3,722 50 | \$ *15,700 58 |
| \$ 6,666 69 | ACCRUED LIABILITIES NOT DUE | | |
| | Unmatured interest, dividends and rents payable..... | \$ 6,666 66 | \$ *03 |
| 750 00 | Taxes accrued..... | 3,229 72 | 2,479 72 |
| \$ 7,416 69 | Total..... | \$ 9,896 38 | \$ 2,479 69 |
| \$ 316 25 | PROFIT AND LOSS | | |
| | Balance..... | \$ 2,003 01 | \$ 1,686 76 |
| \$ 1,103,056 02 | Grand total..... | \$ 1,091,521 89 | \$ 11,534 13 |

*Decrease.

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

None.

Average number employed during year, 40.

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | PASSENGERS | |
|------------------------------|------------|---------|
| | Killed | Injured |
| Other causes | | 1 |
| SUMMARY | TOTAL | |
| | Killed | Injured |
| TABLE B: Passengers | | 1 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|-------|-------|------------------|------------------|--------------------|-----------------|------------------|-------------------|---|-------------------|--------------------|--|
| From | To | Miles | Number of Curves | Aggregate Length | Length of Straight | Length of Level | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | | Miles | Miles | | Number | Sum of Ascents | Aggregate Length of Ascending Grades | Number | Sum of Descents | Aggregate Length of Descending Grades |
| In city of Norfolk..... | ----- | 0.35 | 1 | .06 | 0.29 | .04 | 1 | 4.0 | .15 | 2 | 2.3 | .16 |

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | Aggregate Length Feet | Minimum Length Feet | Maximum Length Feet |
|------------------------------|--------|-----------------------------|---------------------------|---------------------------|
| Bridges: Combination..... | 1 | 60 | | |

Gauge of track—4 feet, 8½ inches; 0.35 miles.

TELEGRAPH.
Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line | Miles of Wire | NAME OF OWNER | NAME OF OPERATING COMPANY |
|------------------|------------------|--|--|
| .10 .05 | .30 .20 | The Virginian Railway Company..... Norfolk Southern Railroad Company..... | The Virginian Railway Company. Norfolk Southern Railroad Company. |

Norfolk and Western Railway Company

HISTORY

Name of common carrier making this report—Norfolk and Western Railway Company.

Date of organization—September 24, 1896.

Under the laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Organized under act of General Assembly of Virginia, approved January 15, 1896, entitled "An act authorizing the purchasers of the railroads and property of the Norfolk and Western Railroad Company, sold by foreclosure of a deed of trust or mortgage thereon, to become and be a corporation, to adopt a name therefor, and to possess and exercise general and other power."

If a consolidated company, name the constituent companies. Give reference to charter of each, and all amendments of same.

Date and authority for each consolidation—

The Norfolk and Petersburg Railroad Company, incorporated under act of Assembly of Virginia, approved March 17, 1851; the Southside Railroad Company, incorporated under act of Assembly of Virginia, approved March 5, 1846, and the Virginia and Tennessee Railroad Company, incorporated under act of Assembly of Virginia, approved March 24, 1848, were consolidated as of April 1, 1871, as the Atlantic, Mississippi and Ohio Railroad Company, under act of Assembly of Virginia, approved June 17, 1870.

The Atlantic, Mississippi and Ohio Railroad Company was sold at foreclosure sale February 10, 1881, and reorganized May 3, 1881, as the Norfolk and Western Railroad Company, in conformity with sections 44, 45 and 47 of chapter 61 of the Code of Virginia of 1873.

The New River Railroad, Mining and Manufacturing Company, incorporated in West Virginia, under articles of association dated September 14, 1874, and the Bluestone Railroad Company, incorporated in West Virginia, under articles of association dated February 25, 1881, were consolidated as of December 22, 1881, as the New River Railroad Company of West Virginia, under authority of the general laws of West Virginia.

The New River Railroad Company of West Virginia, the New River Railroad Company (of Virginia), incorporated under act of Assembly of Virginia, approved March 7, 1872, and the East River Railroad Company, incorporated in West Virginia under articles of association dated March 25, 1881, were consolidated with the Norfolk and Western Railroad Company as of May 9, 1882, and October 19, 1882, under authority of the general laws of West Virginia, and the act of Assembly of Virginia, approved March 7, 1872, and the various supplements thereto, and the act of Assembly of Virginia, approved February 15, 1882.

The Clinch Valley Railroad Company, incorporated under act of Assembly of Virginia, approved April 6, 1887, was consolidated with the Norfolk and Western Railroad Company as of May 20, 1887, under the act of Assembly of Virginia, approved April 6, 1887.

HISTORY—CONTINUED.

The Norfolk Terminal Company, incorporated under act of Assembly of Virginia, approved March 6, 1882, was consolidated with the Norfolk and Western Railroad Company as of October 16, 1889, under authority of the act of Assembly of Virginia, approved March 6, 1882.

The New River Plateau Railroad Company, incorporated under act of Assembly of Virginia, approved March 2, 1888, was consolidated with the Norfolk and Western Railroad Company as of October 16, 1889, under authority of the act of Assembly of Virginia, approved March 2, 1888.

The West Virginia and Ironton Railroad Company, incorporated in West Virginia under articles of association dated March 10, 1888, was consolidated with the Norfolk and Western Railroad Company as of September 30, 1890, under authority of act of Assembly of Virginia, approved December 30, 1889, and the general laws of the States of Kentucky and West Virginia.

The railroad property and franchises of the Scioto Valley and New England Railroad Company, incorporated in Ohio under articles of association dated February 1, 1890, were purchased by the Norfolk and Western Railroad Company by deed dated July 22, 1890.

The railroad property and franchises of the Shenandoah Valley Railway Company were purchased by the Norfolk and Western Railroad Company by deed dated December 15, 1890.

The railroad property and franchises of the Norfolk and Western Railroad Company were sold at foreclosure sale September 15, 1896, and reorganized as of September 24, 1896, as the Norfolk and Western Railway Company under act of Assembly of Virginia, approved January 15, 1896.

The railroad property and franchises of the Norfolk, Lynchburg and Durham Railroad Company were acquired by purchase by deed dated October 6, 1896.

The leasehold interest in the railroad property and franchises of the Columbus Connecting and Terminal Railroad Company was purchased by the Norfolk and Western Railway Company by deed dated November 12, 1896.

The railroad property and franchises of the Norfolk, Roanoke and Southern Railroad Company were purchased by the Norfolk and Western Railway Company by deed dated December 2, 1896.

The railroad property and franchises of the Cincinnati Connecting Belt Railroad Company were purchased by the Cincinnati, Portsmouth and Virginia Railroad Company by deed dated April 9, 1901, and the railroad property and franchises of the Cincinnati, Portsmouth and Virginia Railroad Company were purchased by the Norfolk and Western Railway Company by deed dated October 11, 1901.

The railroad property and franchises of the Iaeger and Southern Railway Company were purchased by the Norfolk and Western Railway Company by deed dated April 25, 1906.

The railroad property and franchises of the West Virginia Southwestern Railway Company were purchased by the Norfolk and Western Railway Company by deed dated February 26, 1909.

The railroad property and franchises of the Caretta Railway Company were purchased by the Norfolk and Western Railway Company by deed dated February 26, 1909.

The railroad property and franchises of the Lynchburg Belt Line and

HISTORY—CONTINUED.

Connecting Railway Company were purchased by the Norfolk and Western Railway Company by deed dated April 7, 1910.

The railroad property and franchises of the Blackstone and Lunenburg Railroad Company were purchased by the Norfolk and Western Railway Company by deed dated April 25, 1910.

The railroad property and franchises of the Pocahontas and Western Railroad Company were purchased by the Norfolk and Western Railway Company by deed dated April 29, 1910.

The railroad property and franchises of the Big Stony Railway Company were purchased by the Norfolk and Western Railway Company by deed dated December 9, 1910.

The railroad property and franchises of the Virginia Anthracite Coal and Railway Company were purchased by the Norfolk and Western Railway Company by deed dated January 31, 1912.

If a reorganized company, give the name of the original corporation and refer to laws under which it was organized—The Norfolk and Western Railway Company is a reorganization of the Norfolk and Western Railroad Company, whose history is embraced in the foregoing.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-----------------------|-----------------------------|------------------------------------|
| Joseph I. Doran..... | Philadelphia, Pa..... | October 9, 1913. |
| Victor Morawetz..... | New York, N. Y..... | |
| Walter H. Taylor..... | Norfolk, Va..... | |
| John P. Green..... | Philadelphia, Pa..... | |
| L. E. Johnson..... | Roanoke, Va..... | |
| Wm. G. Macdowell..... | Philadelphia, Pa..... | |
| H. C. Frick..... | Pittsburg, Pa..... | |
| Joseph Wood..... | Pittsburg, Pa..... | |
| W. W. Atterbury..... | Philadelphia, Pa..... | |
| N. D. Maher..... | Roanoke, Va..... | |
| M. C. Kennedy..... | Chambersburg, Pa..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|--------------------------------------|-------------------------|--------------------------|
| President..... | L. E. Johnson..... | Roanoke, Va. |
| Vice-President..... | Wm. G. Macdowell..... | Philadelphia, Pa. |
| Vice-President..... | N. D. Maher..... | Roanoke, Va. |
| Vice-President..... | T. S. Davant..... | Roanoke, Va. |
| Secretary..... | E. H. Alden..... | Philadelphia, Pa. |
| Treasurer..... | Joseph B. Lacy..... | Roanoke, Va. |
| General Solicitor..... | Theo. W. Reath..... | Philadelphia, Pa. |
| General Counsel..... | Joseph I. Doran..... | Philadelphia, Pa. |
| Comptroller..... | Joseph W. Cox..... | Roanoke, Va. |
| Auditor of Receipts..... | Walter Macdowell..... | Roanoke, Va. |
| Auditor of Disbursements..... | W. H. Wilson..... | Roanoke, Va. |
| General Manager..... | A. C. Needles..... | Roanoke, Va. |
| Acting Chief Engineering..... | Joseph E. Crawford..... | Roanoke, Va. |
| General Supt., Eastern Division..... | V. A. Riton..... | Roanoke, Va. |
| General Supt., Western Division..... | W. J. Jenks..... | Bluefield, W. Va. |
| Freight Traffic Manager..... | J. R. Ruffin..... | Roanoke, Va. |
| General Freight Agent..... | DeLoat Thomas..... | Roanoke, Va. |
| Passenger Traffic Manager..... | W. B. Beville..... | Roanoke, Va. |
| General Passenger Agent..... | W. C. Saunders..... | Roanoke, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, Joseph W. Cox; title, Comptroller; address, Roanoke, Va.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

| NAME | CONTROL | | | | | Other Parties to Agreement for Joint Control |
|--|---------------|-----------------|--------------------|--------------------|--|---|
| | Sole or Joint | How Established | Extent | Direct or Indirect | If Indirect, Name of Intermediary Through Which Control is Established | |
| <i>Active Corporations:</i> | | | | | | |
| Barker and Clarke Gap R. R. | Sole | "A" | 97.6 per cent. . . | Indirect . . . | Guyandot and Tug River Railroad. | So., S. A. L. and Dur. So. Rys. |
| Clear Fork and Oceana R. R. | Sole | " | 97.6 per cent. . . | " | Guyandot and Tug River Railroad. | Va. Ry. and N. & S. R. R. |
| Columbus Conn. Terminal R. R. | Sole | " | 99.9 per cent. . . | Direct | | A. C. L. |
| Durham Union Station Co. | Joint | " | 32.4 per cent. . . | " | | N. Y. P. & N., N. & S., S. A. L., A. C. L., So. and C. & O. |
| Guyandot and Tug River R. R. | Sole | " | 98.8 per cent. . . | " | | So., S. A. L., A. C. L. and C. & O. |
| Williamson and Pond Creek R. R. | Joint | " | 32.8 per cent. . . | " | | |
| Norfolk Terminal Ry. | Joint | " | 32.8 per cent. . . | " | | |
| Va. Carolina Ry. | Sole | " | 31.9 per cent. . . | " | | |
| Winston-Salem S. B. Ry. Co. | Joint | " | 49.7 per cent. . . | " | | |
| Norfolk and Portsmouth Belt Line R. R. | Joint | " | 14.2 per cent. . . | " | | |
| Old Dominion S. S. Co. | Joint | " | 14.0 per cent. . . | " | | |
| New River, Holston and Western R. R. | Joint | " | 51.0 per cent. . . | " | | |
| <i>Inactive Corporations:</i> | | | | | | |
| Big Sandy Railway | Sole | | 100 per cent. . . | " | | |
| Shenandoah Valley and New England R. R. | Sole | | 100 per cent. . . | " | | |
| Shenandoah Valley Railway | Sole | | 100 per cent. . . | " | | |

"A" right through title to securities issued or assumed to exercise the major part of the voting power.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—October 10, 1912.

Date of last closing of stock books before end of year for which this report is made—February 17, 1913.

Total number of stockholders of record at that date—6,976.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|-------------------------|------------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> | | | | |
| Norfolk and Western Ry. | Lamberts Pt., Va. | Caldwell Jct., O. | 702.62 | |
| | Lynchburg, Va. | Durham, N. C. | 115.43 | |
| | Roanoke, Va. | Hagerstown, Md. | 238.11 | |
| | Roanoke, Va. | Winston-Salem, N. C. | 121.61 | |
| | Walton Jct., Va. | Bristol, Va. | 110.75 | |
| | N. C. Jct., Va. | Fries, Va. | 43.49 | |
| | Graham, Va. | Norton, Va. | 100.40 | |
| | Portsmouth, Ohio. | Cincinnati and Ivorydale, O. | 103.92 | |
| | | | | 1,538.33 |
| <i>Branches and Spurs:</i> | | | | |
| City Point Branch | Petersburg, Va. | City Point, Va. | 10.00 | |
| Petersburg Belt Line | Poe, Va. | Addison, Va. | 10.56 | |
| Blackstone Branch | Blackstone Br. Jc., Va. | Dillard, Va. | 5.52 | |
| Lynchburg Belt Line | Phoebe, Va. | Forest, Va. | 24.53 | |
| Catawba Branch | Salem, Va. | Terminus, Va. | 9.39 | |
| Blacksburg Branch | Christiansburg, Va. | Blacksburg, Va. | 8.88 | |
| Potts Valley Branch | Potts Valley Jct., Va. | Paint Bank, Va. | 38.33 | |
| Saltville Branch | Glade Spring, Va. | Saltville, Va. | 9.33 | |
| Reed Island Branch | Reed, Va. | Betty Baker, Va. | 12.38 | |
| Speedwell Extension | Speedwell Jct., Va. | Averill, Va. | 16.44 | |
| Chestnut Creek Branch | Fries, Va. | Galax, Va. | 12.61 | |
| Bluestone Branches | Bluestone, W. Va. | Terminals in W. Va. | 42.24 | |
| North Fork Branches and spurs. | North Fork, W. Va. | Terminals in W. Va. | 10.79 | |
| Tug Fork Branches and spurs | Welch, W. Va. | Terminals in W. Va. | 29.12 | |
| Clear Fork Branch | Clear Fork Jct., Va. | Coalwood, W. Va. | 10.96 | |
| Dry Fork Branches and spurs | Jaeger, W. Va. | Canebrake, W. Va. | 47.34 | |
| Big Creek Branch | Big Creek Jct., Va. | Jewell, Va. | 7.30 | |
| Honaker Branch | Honaker Br. Jc., Va. | Blackford, Va. | 5.49 | |
| Big Tom Creek Branches and spurs | Toms Creek Br. Jc., Va. | Toms Creek, Va. | 6.35 | |
| Big Sandy Branch | Naugatuck, W. Va. | Kenova, W. Va. | 59.16 | |
| Wayne Branch | Wayne, W. Va. | East Lynn, W. Va. | 8.16 | |
| Hillsboro Branch | Sardinia, Ohio. | Hillsboro, Ohio. | 18.92 | |
| Branches and spurs to industries | | | 74.02 | |
| | | | | 477.82 |
| <i>Stock Ownership:</i> | | | | |
| Columbus Conn. and Terminal R. R. | Caldwell Jct., O. | Columbus, Ohio. | | 4.65 |
| <i>Trackage Rights:</i> | | | | |
| Southern Railway | Junction, N. C. | Durham, N. C. | .43 | |
| Cumberland Valley R. R. | Junction, Md. | Hagerstown, Md. | .63 | |
| Cincinnati, Lebanon and Norfolk Ry. | Idlewild, Ohio. | Cincinnati (Court St.), O. | 3.62 | |
| Pittsburg, Cincinnati Chicago and St. Louis Ry. | Clare, Ohio. | Cincinnati (Pearl St.), O. | 9.00 | |
| B. & O. R. R., P. C. C. & St. L. Ry. | Junction, O. | Columbus, Ohio. | .30 | 13.96 |
| Total mileage operated | | | | 2,034.78 |

ROAD OPERATED—STATE OF VIRGINIA.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|----------------------------|---|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Norfolk and Western Railway Company..... | Lamberts Point..... | West Va. State line (Near Glen Lyn)..... | 340.34 | |
| | Lynchburg..... | North Carolina State line (Durham Division)..... | 73.74 | |
| | Roanoke..... | West Va. State line (Md. & Wash. Div.)..... | 204.07 | |
| | Roanoke..... | North Carolina State line (Winston-Salem Division)..... | 75.65 | |
| | Graham..... | Norton..... | 100.40 | |
| | Graham..... | Flat Top Yard..... | 5.45 | |
| | Radford Junction..... | Bristol..... | 110.75 | |
| | North Carolina Jct..... | Fries..... | 43.49 | |
| | | | | 953.89 |
| <i>Branches and Spurs:</i> Norfolk Spur..... | | Industry..... | 1.29 | |
| Knitting Mill Spur..... | * 5.01 from Norfolk..... | Industry..... | 1.00 | |
| Money Point Spur..... | * 4.70 from Norfolk..... | Industry..... | 1.91 | |
| Gilmerton Spur..... | * 7.48 from Norfolk..... | Gilmerton Locks..... | .53 | |
| Petersburg Belt Line..... | Poe..... | Addison..... | 10.56 | |
| City Point Branch..... | Petersburg..... | City Point..... | 10.00 | |
| Blackstone Branch..... | Blackstone..... | Dillard..... | 5.52 | |
| Lynchburg Belt Line | | | | |
| Conn..... | *189.98 from Norfolk..... | | .17 | |
| Lynchburg Belt Line..... | Phoebe..... | Forest..... | 24.36 | |
| Lynchburg Industrial Spur..... | *208.43 from Norfolk..... | Industries on James River..... | .16 | |
| Bannister Spur..... | *56.94 from Lynchburg..... | Industry..... | 1.00 | |
| West "Y" Winston Div. Conn. Spur..... | Roanoke..... | Winston Division..... | .20 | |
| Pelter's Mine Spur..... | *69.24 from Roanoke..... | Ore Bank..... | .73 | |
| C. & O. Connection Spur..... | *96.38 from Roanoke..... | Basic..... | .59 | |
| Crimora Spur..... | *102.50 from Roanoke..... | Ore Bank..... | 2.54 | |
| Shenandoah Ore Spur..... | *132.15 from Roanoke..... | Ore Bank..... | 1.00 | |
| Southern Ry. Conn. Spur..... | *108.23 from Roanoke..... | Riverton..... | .05 | |
| Roanoke Belt Line Spur..... | *260.81 from Norfolk..... | Roanoke..... | 3.93 | |
| Catawba Branch..... | Salem..... | Cooper Silica Mines..... | 9.39 | |
| Blacksburg Branch..... | Christiansburg..... | Blacksburg..... | 8.88 | |
| West "Y" Walton, Connecting Spur..... | | Walton..... | .54 | |
| Potts Valley Branch..... | Potts Valley Jct..... | Paint Bank..... | 20.80 | |
| Dry Fork Branch..... | Cedar Bluff, Va..... | W. Va. State line..... | 12.51 | |
| Radford Spur..... | *302.07 from Norfolk..... | Industries..... | 4.98 | |
| Saltville Branch..... | Glade Spring..... | Saltville..... | 9.33 | |
| Allisonia Branch..... | Allisonia..... | | .60 | |
| Reed Island Branch..... | *13.34 from Pulaski..... | Ore Banks..... | 11.70 | |
| Perivinkle Spur..... | *17.95 from Pulaski..... | Ore Banks..... | 4.16 | |
| Betty Baker Spur..... | *24.86 from Pulaski..... | Ore Banks..... | .68 | |
| Hematite Spur..... | *24.17 from Pulaski..... | Ore Banks..... | .77 | |
| Indian Camp Spur..... | *27.81 from Pulaski..... | Ore Banks..... | .78 | |
| Speedwell Extn. Spur..... | *31.48 from Pulaski..... | Ore Banks..... | 16.44 | |
| Chestnut Creek Spur..... | *47.00 from Pulaski..... | Ore Banks..... | 12.61 | |
| Spurs to Ore Banks..... | *45.27 from Pulaski..... | Ore Banks..... | 2.60 | |
| Pocahontas Spur..... | *373.84 from Norfolk..... | Coal Mines..... | 1.23 | |
| Laurel Creek Spur..... | *375.81 from Norfolk..... | Coal Mines..... | .31 | |
| Western Branch..... | Pocahontas..... | Bossevain..... | 3.29 | |
| Town Hill Branch..... | *405.54 from Norfolk..... | Coal Mines..... | 1.42 | |
| Big Creek..... | *404.00 from Norfolk..... | Coal Mines..... | 7.30 | |
| Coal Creek Spur..... | *407.18 from Norfolk..... | Coal Mines..... | 1.15 | |
| Honaker Branch..... | *419.41 from Norfolk..... | Blackford..... | 5.49 | |
| Russell Creek Spur..... | *446.69 from Norfolk..... | Coal Mines..... | 1.18 | |
| Little Tom Spur..... | *453.48 from Norfolk..... | Coal Mines..... | .30 | |
| Big Tom Spur..... | *455.61 from Norfolk..... | Coal Mines..... | 6.35 | |
| Total..... | | | | 210.34 |
| | | | | 1,164.23 |

*Mile Post.

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary or Outside Operations.

| DESIGNATION | Character of Business | Title | State or Territory |
|-------------------------------------|-----------------------|------------|---|
| Norfolk and Western Railway Co..... | Harbor Terminal | Owned..... | Virginia. |
| | Transfer..... | Owned..... | Virginia, West Virginia, Maryland and Ohio. |
| | Dining cars..... | Owned..... | Virginia. |
| | Grain elevator..... | Owned..... | Virginia and West Virginia. |
| | Stock yards..... | Owned..... | West Virginia and Ohio. |
| | Restaurant..... | Owned..... | Virginia, West Virginia, Maryland, North Carolina and Ohio. |
| | Re-icing cars..... | Owned..... | Virginia. |
| | Public-cup vending... | Owned..... | Virginia. |
| | Towel vending..... | Owned..... | Virginia. |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Character of Business | State or Territory | Net Investment |
|----------------------------------|-----------------------|--------------------|----------------|
| Experimental Farm, Ivor, Va..... | | Virginia..... | \$ 5,000 00 |
| Leased rails and fastenings..... | | Various..... | 554,577 42 |
| Total | | | \$ 559,577 42 |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | Term | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value not Held by Re- | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|------------------------------------|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | |
| N. & W. R. R.: | | | | | | | | | | | | |
| General mortgage. | 1881 | 1931 | \$ 11,000,000 | \$ 7,283,000 | | | | \$ 7,283,000 | 6 | M. & N. | \$ 436,980 00 | \$ 435,090 00 |
| New River Division 1st | 1882 | 1932 | 2,000,000 | 2,000,000 | | | | 2,000,000 | 6 | A. & O. | 120,000 00 | 119,970 00 |
| Improvement and Ex- | 1883 | 1934 | 5,000,000 | 5,000,000 | | | | 5,000,000 | 6 | F. & A. | 300,000 00 | 300,690 00 |
| tension mortgage. | 1889 | 1939 | 5,000,000 | 5,000,000 | | | | 5,000,000 | 4 | M. & N. | 200,000 00 | 201,040 00 |
| S. V. & N. E. R. R.: | 1891 | 1922 | 600,000 | 600,000 | \$ 2,000 | | | 598,000 | 5 | J. & J. | 29,900 00 | 30,000 00 |
| First mortgage. | | | | | | | | | | | | |
| C. C. & T. R. R.: | | | | | | | | | | | | |
| First mortgage. | | | | | | | | | | | | |
| N. & W. Ry.: | | | | | | | | | | | | |
| 1st consolidated mort- | 1896 | 1906 | 62,500,000 | 40,400,500 | 13,000 | | | 40,387,500 | 4 | A. & O. | 1,615,500 00 | 1,622,912 00 |
| gage. | | | | | | | | | | | | |
| Div. 1st lien and general | 1904 | 1944 | 35,000,000 | 23,000,000 | | | | 23,000,000 | 4 | J. & J. | 920,000 00 | 920,120 00 |
| mortgage. | | | | | | | | | | | | |
| Total. | | | \$121,100,000 | \$ 83,283,500 | \$ 15,000 | | | \$ 83,268,500 | | | \$3,622,380 00 | \$3,629,822 00 |
| <i>Plain Bonds, Debentures</i> | | | | | | | | | | | | |
| and Notes: | | | | | | | | | | | | |
| Convertible 10-25-year | 1907 | 1932 | \$ 34,000,000 | \$ 3,731,000 | | | | \$ 3,731,000 | 4 | J. & D. | \$ 165,176 67 | \$ 178,940 00 |
| Convertible 10-20-year | 1912 | 1932 | 13,300,000 | 1,004,700 | \$ 269,000 | | | 735,700 | 4 | M. & S. | 23,849 33 | 15,200 00 |
| Total. | | | \$ 47,300,000 | \$ 4,735,700 | \$ 269,000 | | | \$ 4,466,700 | | | \$ 191,026 00 | \$ 194,140 00 |
| <i>Receipts Outstanding for</i> | | | | | | | | | | | | |
| <i>Funded Debt:</i> | | | | | | | | | | | | |
| Convertible 10-20-year | 1912 | 1912 | See page 483 | | | | | | 4 | Sept. | \$ 84,147 33 | \$ 84,147 33 |
| Convertible 10-25-year | 1913 | 1913 | \$ 16,900,000 | \$ 17,130,300 | | | | \$ 17,130,300 | 4 1/2 | Sept. | 141,684 00 | |
| Equipment trust. | 1913 | | 10,758,000 | 2,680,820 | | | | 2,680,820 | | | | |
| Total. | | | \$ 30,658,000 | \$ 19,820,120 | | | | \$ 19,820,120 | | | \$ 226,131 33 | \$ 84,147 33 |
| Total. | | | \$199,058,000 | \$107,839,320 | \$ 284,000 | | | \$107,555,320 | | | \$4,089,537 33 | \$3,908,109 33 |

FUNDED DEBT—CONTINUED.

*Explanatory Remarks.***CONVERTIBLE 10-25-YEAR 4 PER CENT. GOLD BONDS (Interest Payable June 1st and Dec. 1st).**

| | |
|--|---------------|
| Interest payable on \$4,879,000 at 4 per cent. for six months ending November 30, 1912..... | \$ 97,580 00 |
| From which deduct interest credited in previous fiscal year on account of present interest period on the full amount of bonds outstanding, as of June 30, 1912, \$5,916,000..... | 19,720 00 |
| | \$ 77,860 00 |
| The conversions from December 1, 1912, to May 31, 1913, amounted to \$1,135,000, leaving outstanding as of May 31, 1913, \$3,744,000, which interest was payable viz.: Interest payable on \$3,744,000 at 4 per cent. from December 1, 1912, to May 31, 1913 (six months)..... | 74,880 00 |
| The conversions for the month of June, 1913, amounted to \$13,000, leaving \$3,731,000 on which to accrue interest for the month of June, 1913: viz.: \$3,721,000 at 4 per cent. for one month..... | 12,436 67 |
| Making total amount of interest accrued for 12 months ending June 30, 1913..... | \$ 165,176 67 |

CONVERTIBLE 10-20-YEAR 4 PER CENT. GOLD BONDS (Interest Payable March 1st and September 1st).

| | |
|---|-----------------|
| Total amount of convertible 10-20 year 4 per cent. gold bonds issued in September, 1912, amounted to..... | \$13,300,000 00 |
| Of which there was converted into common stock during the months of September, October, November, December, January and February..... | 12,229,000 00 |
| Leaving..... | \$ 1,071,000 00 |
| And held in treasury on February 28, 1913..... | 269,000 00 |
| Leaving outstanding February 28, 1913..... | \$ 802,000 00 |
| On which interest is payable, viz.: \$802,000 at 4 per cent. for six months..... | \$ 16,040 00 |
| There was exchanged for common stock during the months of March, April, May and June..... | \$ 66,300 00 |
| Leaving outstanding June 30, 1913..... | \$ 735,700 00 |
| On which interest is payable, viz.: \$735,700.00 at 4 per cent. for four months.. | 9,809 33 |
| | \$ 25,849 33 |

INTEREST ON RECEIPTS OUTSTANDING FOR 10-20-YEAR 4 PER CENT. GOLD BONDS.

| | |
|---|---------------|
| Interest on receipts amounting to \$12,603,200.00 at 4 per cent. from March 1, August 31, 1912 (Payable September 1st)..... | \$ 252,064 00 |
| Less amount credited in previous fiscal year based on payments as of June 30, 1912, amounting to \$12,593,750.00..... | 167,916 67 |
| | \$ 84,147 33 |
| (Subscribers to these bonds made remittances covering accrued interest subsequent to March 1, 1912.) | |

INTEREST ON RECEIPTS OUTSTANDING FOR 10-25-YEAR 4½ PER CENT. GOLD BONDS.

| | |
|--|---------------|
| Interest on receipts outstanding amounting to \$11,832,000.00 from March 25, 1913, to June 30, 1913, 3 months 6 days at 4½ per cent..... | \$ 141,984 00 |
|--|---------------|

(NOTE—Full amount subscribed to this issue of bonds was \$17,139,300; payable in two instalments, first on or before March 25, 1913, and final payment between September 2nd and 5th, 1913, bearing interest at 4½ per cent. to September 1, 1913. There had been paid to June 30, 1913, \$11,832,000.)

FUNDED DEBT—CONTINUED—EQUIPMENT TRUST OBLIGATIONS.
General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | EQUIPMENT COVERED |
|---------------------------------|---------------|-----------|--------------------|-----------------------------|
| Equipment trust—Series "C"..... | 4-3-1905 | 4-1-1915 | 10 | { 17 Locomotives. |
| Equipment trust—Series "D"..... | 11-3-1905 | 11-1-1915 | 10 | { 2,000 Hopper cars. |
| Equipment trust—Series "E"..... | 12-4-1905 | 12-1-1915 | 10 | { 8 Locomotives. |
| Equipment trust—Series "F"..... | 2-3-1906 | 2-1-1916 | 10 | { 1,000 D. B. gondola cars. |
| Equipment trust—Series "G"..... | 5-3-1906 | 5-1-1916 | 10 | { 500 Box cars. |
| Equipment trust—Series "H"..... | 6-5-1906 | 6-1-1916 | 10 | { 300 Hopper cars. |
| Equipment trust—Series "J"..... | 7-5-1906 | 1-1-1916 | 10 | { 175 Coke cars. |
| Equipment trust—Series "K"..... | 8-3-1906 | 8-1-1916 | 10 | { 9 Locomotives. |
| Equipment trust—Series "L"..... | 12-3-1906 | 12-1-1916 | 10 | { 500 Hopper cars. |
| Equipment trust—Series "M"..... | 3-4-1907 | 3-1-1917 | 10 | { 325 Coke cars. |
| Equipment trust—Series "N"..... | 4-4-1907 | 1-1-1917 | 10 | { 41 Locomotives. |
| Equipment trust—Series "O"..... | 6-4-1907 | 6-1-1917 | 10 | { 300 Hopper cars. |
| | | | | { 8 Locomotives. |
| | | | | { 300 Hopper cars. |
| | | | | { 600 Box cars. |
| | | | | { 25 Locomotives. |
| | | | | { 300 Hopper cars. |
| | | | | { 400 Box cars. |
| | | | | { 12 Locomotives. |
| | | | | { 895 Hopper cars. |
| | | | | { 30 Locomotives. |
| | | | | { 545 Hopper cars. |
| | | | | { 3 Locomotives. |
| | | | | { 500 D. G. gondola cars. |
| | | | | { 490 Hopper cars. |
| | | | | { 500 D. B. gondola cars. |
| | | | | { 500 Hopper cars. |
| | | | | { 300 Stock cars. |
| | | | | { 300 D. B. gondola cars. |
| | | | | { 430 Hopper cars. |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | |
|--|---------------------------------------|-------------|--------------------------|---|---|-------------------------------------|-----------------------------------|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | In Sinking or Other Funds | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year |
| | | | | | Charged to Income | Charged to Construction | |
| Mortgage bonds..... | \$ 83,283,500 | \$ 15,000 | ----- | ----- | \$3,622,380 00 | ----- | \$ 3,620,822 00 |
| Plain bonds, debentures and notes..... | 4,735,700 | 269,000 | ----- | ----- | 191,026 00 | ----- | 194,140 00 |
| Equipment trust obligations..... | 4,200,000 | 100,000 | ----- | ----- | 206,030 33 | ----- | 224,000 00 |
| Receipts outstanding for funded debt..... | 19,820,120 | ----- | ----- | ----- | 226,131 33 | ----- | 84,147 33 |
| Total..... | \$ 112,039,320 | \$ 384,000 | ----- | ----- | \$4,245,567 66 | ----- | \$ 4,132,109 33 |
| PURPOSE OF THE ISSUE | | | | | | | |
| Issued for cash..... | ----- | ----- | ----- | ----- | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized |
| Issued for construction of new properties..... | ----- | ----- | ----- | ----- | ----- | ----- | \$ 5,801,245 |
| Issued for additions and betterments..... | ----- | ----- | ----- | ----- | ----- | \$ 65,356,820 | 57,450,376 |
| Issued for refundment of securities..... | ----- | ----- | ----- | ----- | ----- | 3,888,000 | 3,431,235 |
| Issued for reorganization..... | ----- | ----- | ----- | ----- | ----- | 42,792,500 | 42,792,500 |
| Total..... | ----- | ----- | ----- | ----- | ----- | \$ 112,039,320 | \$ 109,475,356 |

RECAPITULATION OF FUNDED DEBT—CONTINUED.

Explanatory Remarks.

| | Amount Outstanding Par Value | Amount Realized |
|---|------------------------------------|--------------------|
| Issued for cash..... | | \$ 5,801,245 44 |
| Construction of new properties... } June 30, 1912..... | \$*61,448,600 00 | *53,111,673 00 |
| Additions and betterments..... | | |
| Deduct: | | |
| Receipts outstanding for 10-20 year convertible gold bonds, exchanged for bonds during year 1913..... | \$ 13,029,600 00 | |
| Equipment trust certificates matured during year 1913..... | 1,700,000 00 | |
| Convertible 10-20 year gold bonds exchanged for common stock..... | 2,185,000 00 | |
| Convertible 10-25 year gold bonds exchanged for common stock..... | 12,295,300 00 | |
| Total deductions..... | \$ 29,209,900 00 | |
| Add: | | |
| Convertible 10-20 year gold bonds issued during year..... | \$ 13,300,000 00 | |
| Receipts for convertible 10-25 year bonds matur- ing September 1, 1913..... | 17,139,300 00 | |
| Receipts for equipment trust..... | 2,680,820 00 | |
| Total additions..... | \$ 33,120,120 00 | |
| Net additions..... | *3,910,220 | *4,338,702 50 |
| Making total for year ending June 30, 1913..... | \$ *65,358,820 | \$ *57,450,375 50 |
| Issued for refundment of securities..... | 3,888,000 | 3,431,235 00 |
| Issued for reorganization..... | 42,792,500 | 42,792,500 00 |
| Total to June 30, 1913..... | \$ 112,039,320 | \$ 109,475,355 94 |

*Includes premium on subscription to 10-25 year 4½ per cent. convertible gold bonds, \$428,482.50.

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------|----------------|---------------------|-------------------------|------------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 123,133,300 | \$ 123,133,300 | ----- | 2,020.80 | \$ 60,933 |
| Funded debt..... | 112,039,320 | 112,039,320 | ----- | 2,020.80 | 53,443 |
| Total..... | \$ 235,172,620 | \$ 235,172,620 | ----- | 2,020.80 | \$ 116,376 |

PREMIUM ON SECURITIES.
On Funded Debt.

| CLASS OF BOND OR OBLIGATION | NET AMOUNT OF DISCOUNT | | |
|---|------------------------|--------------------|--|
| | Total | Credited to Income | To be Charged During Reman- tance for Life of Security |
| Premiums on subscription to October 25 year 4½ per cent. convertible bonds..... | \$ 423,432.50 | ----- | ----- |

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND

OR OBLIGATION

ROAD OR TRACES MORTGAGED

| OR OBLIGATION | ROAD OR TRACES MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--|---|---|--|-------------------------------------|---|
| | From | To | Miles | | |
| W. R. R. Company general mortgage | Norfolk, Va. Petersburg, Va. Glade Spring, Va. | Bristol, Va. City Point, Va. Saltville, Va. | 408.38 10.00 9.33 | | |
| New River Division first mortgage | Walton Jet., Va. North Carolina Jc., Va. Line of road to industries | Kyle, W. Va. Fries, Va. | 427.71 83.22 30.40 84.58 | \$ 17,028 | |
| Improvement and extension mortgage | Norfolk, Va. Petersburg, Va. Glade Spring, Va. Coe, Va. North Carolina Jc., Va. Line of road to industries | Bristol, Va. City Point, Va. Saltville, Va. Kyle, W. Va. Fries, Va. | 188.20 408.38 10.00 9.33 75.77 30.40 38.04 | 10,091 | |
| Scioto Valley and New England Railroad Company first mortgage | Caldwell Jet., O. | Coal Grove, O. | 571.92 127.46 | 8,742 39,228 | |
| Columbus Connecting and Terminal Railroad Company first mortgage | Caldwell Jet., O. | Columbus, Ohio | 4.65 | 129,032 | These bonds are also a first lien upon the terminals at Columbus, Ohio, including 105.94 acres of land. |

SECURITY FOR FUNDED DEBT—CONTINUED.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--|--|---------------------------------------|----------|--|--|
| | From | To | Miles | | |
| N. & W. Ry. first consolidated mortgage..... | Norfolk, Va. | Lambert's Point, Va. | 5.30 | 24,256 | They are also a first lien on the terminals at Lambert's Point, Va. and repair shops at Roanoke, Va. and are further secured by a pledge of 6,000 shares of stock of Columbus Connecting and Terminal Railroad Company, \$600,000.00. S. V. & N. E. R. Co. stock, 4,998.60 N. & W. Ry. equipment trust obligations.....\$7,163,929.60 Old divisional liens were purchased with first consolidated first mortgage bonds.\$3,499,200.00 |
| | Knitting Mill Branch..... | Norton, Va. | 1.00 | | |
| | Graham, Va. | Norton Branches | 100.40 | | |
| | Graham, Va. | Durham, N. C. | 123.19 | | |
| | Lynchburg, Va. | Durham Branches | 117.48 | | |
| | Roanoke, Va. | Winston-Salem, N. C. | 123.85 | | |
| | Roanoke, Va. | Roanoke Branches | 238.81 | | |
| | Hagerstown, Md. | Roanoke Branches | 238.00 | | |
| | Kyle, W. Va. | Coal Grove O. | 5.91 | | |
| | Kyle, W. Va. | Coal Grove Branches | 195.65 | | |
| | Speedwell Jct., Va. | Fries, Va. | 74.83 | | |
| | Speedwell Jct., Va. | Fries Branches | 13.09 | | |
| | Ohio Branches and extensions | Fries Branches | 15.21 | | |
| | | | 22.40 | | |
| Divisional first lien and general mortgage.... | Subject to prior liens, the total mileage amount | they are a lien upon adding to | 929.18 | 24,256 | Vis: \$ 10,000 Va. & Tenn. R. R. Co. 6 per cent. 1,000,000 Va. & Tenn. R. R. Co. 4th mort. 980,000 Va. & Tenn. R. R. Co. enlarged 4th mortgage 495,000 Norfolk & Petersburg R. R. Co. 2d mortgage 1,042,300 So. Side R. R. Co. consolidated mortgage. |
| | Vera Junction, O. | Cincinnati, O., and Ivrydale, O. | 1,665.62 | | |
| | Hillsboro Branch | | 105.92 | | |
| | Second track, Sciotoville, O. | | 18.92 | | |
| | Naugatuck, W. Va. | Vera Jct., O. | 6.85 | | |
| | Dry Fork Branch | Kenova, W. Va. | 59.16 | | |
| | | | 31.11 | | |
| | Also subject to first consolidated lien upon property covered by it. | oligated mortgage, are covered by it. | 221.96 | | |
| | | | 1,665.62 | | |
| | | | 1,887.58 | | |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | From Special Appropriations | Property Retired or Converted | Adjustments | Total |
|---|---|--------------------------------|--|-----------------|-----------------|
| Right of way and station grounds..... | \$ 233,725 15 | \$ 41,141 41 | | | \$ 284,866 56 |
| Real estate..... | 1,933 35 | | | | 1,933 35 |
| Protection of banks and drainage..... | | 16,090 64 | | | 16,090 64 |
| Grade reductions and changes of line..... | | 9,611 35 | | | 9,611 35 |
| Bridges, trestles and culverts..... | 9,396 81 | 191,360 70 | | | 200,757 51 |
| Increased weight of rail..... | | 59,159 13 | | | 59,159 13 |
| Improved frogs and switches..... | | 1,427 01 | | | 1,427 01 |
| Track fastenings and appurtenances..... | | 4,519 89 | | | 4,519 89 |
| Additional main tracks..... | 1,096,088 31 | 675,737 15 | | | 1,771,825 46 |
| Sidings and spur tracks..... | 256,026 13 | 4,699 35 | | | 260,725 48 |
| Terminal yards..... | 647,464 33 | 17,963 77 | | | 665,428 10 |
| Fencing right of way..... | 25,347 19 | 11,040 67 | | | 36,387 86 |
| Elimination of grade crossings..... | | 6,086 60 | | | 6,086 60 |
| Interlocking apparatus..... | | 24,971 80 | | | 24,971 80 |
| Block and other signal apparatus..... | 4,250 15 | 12,834 19 | | | 17,084 34 |
| Telegraph and telephone lines..... | | 27,638 51 | | | 27,638 51 |
| Station buildings and fixtures..... | 140,454 20 | 72,428 23 | | | 212,882 43 |
| Shops, enginehouses and turntables..... | 588,704 32 | 50,142 41 | | | 638,846 73 |
| Shop machinery and tools..... | 41,274 14 | 214,232 05 | | | 255,506 19 |
| Water and fuel stations..... | 163,786 03 | 81,104 67 | | | 244,890 70 |
| Grain elevators and storage warehouses..... | 802 74 | | | | 802 74 |
| Dock and wharf property..... | 830,143 19 | | | | 830,143 19 |
| Electric-power transmission..... | 18,214 07 | | | | 18,214 07 |
| Equipment..... | 4,981,231 60 | | \$ 540,160 20 | | 4,441,071 40 |
| Other additions and betterments..... | 37,482 52 | | 670 23 | \$ Cr. 3,724 43 | 67,708 01 |
| Total..... | \$9,096,323 23 | \$1,556,812 43 | \$ 540,830 43 | \$ Cr. 3,724 43 | \$10,198,580 80 |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR—ENTIRE LINE—CONTINUED.
Other Additions and Betterments.

| ACCOUNT | From Cash or Other Working Assets | From Special Appropriations | Property Retired or Converted | Adjustments | Total |
|--|---|--------------------------------|-------------------------------------|-----------------|-----------------|
| Ore trestle, Ironton, Ohio..... | \$ 698 53 | | | | \$ 698 53 |
| Park Street scales, Roanoke, Va..... | 3,130 00 | | | | 3,130 00 |
| Scales at Lambert's Point, Va..... | 34 01 | | | \$ Cr. 3,724 43 | \$ Cr. 3,724 43 |
| Section houses, Bluestone, Switchback and Lynn, West Virginia..... | 5,632 79 | | | | 5,632 79 |
| Section houses, Haverhill, Delano, Mineral Spring and Perintown, Ohio..... | 1,118 27 | | | | 1,118 27 |
| Section house at Wrights, Virginia..... | 4,360 74 | | | | 4,360 74 |
| Section house at Roanoke, Virginia..... | 10,044 03 | | | | 10,044 03 |
| New office for yard master, Roanoke, Va..... | | \$ 1,732 92 | | | 1,732 92 |
| Steam heat, superintendent's office, Crewe, Va..... | | | | | 6,254 62 |
| Buildings coal pier No. 4, Lambert's Point..... | 6,254 62 | | | | 6,254 62 |
| Section house, Elliston, Virginia..... | | | \$ 670 23 | | 670 23 |
| Section house, Valley Crossing, O..... | 441 90 | | | | 441 90 |
| Storage houses for material, West Virginia and Ohio..... | 2,241 40 | | | | 2,241 40 |
| Storage houses for material, Virginia and North Carolina..... | 1,513 75 | | | | 1,513 75 |
| House for signal maintainer, Trug, West Virginia..... | 89 53 | | | | 89 53 |
| Section house, Joyce Avenue yard, Columbus..... | 785 45 | | | | 785 45 |
| Track scales, Lambert's Point Yard, Va..... | | 16,833 99 | | | 16,833 99 |
| Building, etc., Bluefield Yard, West Virginia..... | 1,137 50 | 3,412 50 | | | 4,550 00 |
| Tool houses, Trace and Radnor, West Virginia..... | | 76 11 | | | 76 11 |
| Track scales pier No. 3, Lambert's Point, Virginia..... | | 3,586 27 | | | 3,586 27 |
| New scales, Crewe, Virginia..... | | 8,975 86 | | | 8,975 86 |
| Track scales, Bluefield, West Virginia..... | | 2 50 | | | 2 50 |
| Total..... | \$ 37,482 52 | \$ 34,620 15 | \$ 670 23 | \$ Cr. 3,724 43 | \$ 67,708 01 |

Explanatory Remarks.

Additions and betterments in column "From special appropriations" show.....\$ 1,556,812 43
 From which deduct adjustments of.....3,724 43
 Will give amount charged to profit and loss.....1,553,088 00

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | From Cash or Other Working Assets | | | |
| I. ROAD: | | | | |
| Engineering..... | \$ 30,002 33 | \$ 101,435 07 | \$ 446,936 32 | \$ 578,373 72 |
| Right of way and station grounds..... | 613 00 | 294,866 56 | 1,525,002 49 | 1,820,482 05 |
| Real estate..... | ----- | 1,933 35 | 7,371 25 | 9,304 60 |
| Grading..... | 162,209 78 | 686,497 94 | 5,768,357 02 | 6,617,564 74 |
| Tunnels..... | 290,322 13 | 154,983 35 | 2,098,083 59 | 2,543,389 07 |
| Bridges, trestles and culverts..... | 133,534 85 | 757,656 29 | 3,992,158 05 | 4,883,349 19 |
| Ties..... | 23,207 88 | 196,842 89 | 845,038 45 | 1,065,089 22 |
| Rails..... | 38,302 02 | 458,098 99 | 1,739,429 06 | 2,235,830 07 |
| Frogs and switches..... | 459 11 | 46,430 46 | 169,333 47 | 216,223 04 |
| Track fastenings and other material..... | 8,203 79 | 74,766 61 | 382,770 28 | 465,740 68 |
| Ballast..... | 1,790 47 | 86,126 00 | 215,056 61 | 302,973 08 |
| Track laying and surfacing..... | 50,908 44 | 289,824 70 | 1,585,383 82 | 1,926,116 96 |
| Roadway tools..... | ----- | ----- | 430 53 | 430 53 |
| Fencing right of way..... | 531 06 | 16,053 87 | 156,854 74 | 173,439 67 |
| Crossings and signs..... | 644 13 | 36,782 68 | 464,428 11 | 501,854 92 |
| Interlocking and other signal apparatus..... | ----- | 172,761 58 | 1,599,024 76 | 1,771,786 34 |
| Telegraph and telephone lines..... | 1,137 79 | 40,339 33 | 339,836 58 | 381,313 70 |
| Station buildings and fixtures..... | ----- | 209,992 82 | 563,298 02 | 773,290 84 |
| General office buildings and fixtures..... | ----- | ----- | 75,353 57 | 75,353 57 |
| Shops, enginehouses and turntables..... | ----- | 620,962 39 | 469,639 53 | 1,096,601 92 |
| Shop machinery and tools..... | ----- | 255,505 19 | 440,708 49 | 696,213 68 |
| Water stations..... | 4,516 27 | 113,982 31 | 892,358 72 | 1,010,857 30 |
| Fuel stations..... | 257 75 | 137,698 34 | 98,263 11 | 236,219 20 |
| Storage warehouses..... | ----- | 2,148 42 | 5,917 58 | 8,066 00 |
| Dock and wharf property..... | ----- | 805,811 96 | 21,356 81 | 827,168 77 |
| Electric light plants..... | 1,955 27 | 1,465 82 | 9,987 87 | 13,408 96 |
| Electric power plants..... | ----- | 5,074 51 | ----- | 5,074 51 |
| Electric power transmission..... | ----- | 10 90 | 363 93 | 374 83 |
| Miscellaneous structures..... | ----- | 99,457 07 | 241,120 41 | 340,577 48 |
| Transportation of men and material..... | ----- | ----- | 20 00 | 20 00 |
| Injuries to persons..... | ----- | ----- | 8,795 13 | 8,795 13 |
| Cost of road purchased..... | ----- | ----- | 4,416,963 90 | 4,416,963 90 |
| Total..... | \$ 748,596 07 | \$ 5,667,509 40 | \$28,580,142 20 | \$ 34,996,247 67 |
| II. EQUIPMENT: | | | | |
| Steam locomotives..... | ----- | \$2,305,699 93 | \$ 3,803,382 95 | \$ 6,109,082 88 |
| Passenger-train cars..... | ----- | 273,921 00 | 84,709 77 | 358,630 77 |
| Freight-train cars..... | ----- | 1,803,852 79 | 14,532,224 50 | 16,335,577 29 |
| Work equipment..... | ----- | 58,097 68 | 210,181 92 | 268,279 60 |
| Floating equipment..... | ----- | ----- | 8,564 64 | 8,564 64 |
| Total..... | ----- | \$ 4,441,071 40 | \$18,639,063 78 | \$ 23,080,135 18 |
| III. GENERAL EXPENDITURES: | | | | |
| Law expenses..... | \$ 15 00 | ----- | \$ 26 00 | \$ 41 00 |
| Stationery and printing..... | ----- | ----- | 12 25 | 12 25 |
| Other expenditures..... | ----- | ----- | 22,714 42 | 22,714 42 |
| Total..... | \$ 15 00 | ----- | \$ 22,752 67 | \$ 22,767 67 |
| RECAPITULATION | | | | |
| I. Road..... | \$ 748,596 07 | \$ 5,667,509 40 | \$28,580,142 20 | \$ 34,996,247 67 |
| II. Equipment..... | ----- | 4,441,071 40 | 18,639,063 78 | 23,080,135 18 |
| III. General expenditures..... | 15 00 | ----- | 22,752 67 | 22,767 67 |
| Total—Entire line..... | \$ 748,611 07 | \$10,108,580 80 | \$47,241,958 65 | \$ 58,099,150 52 |
| Total—State of Virginia..... | \$ 551,520 33 | \$ 4,724,972 30 | \$21,587,291 75 | \$ 26,863,784 38 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|-------------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 151,440,746 22 | \$ 100,155,173 42 |
| Equipment..... | 24,383,021 25 | |
| Investment since June 30, 1907..... | 58,099,150 52 | 26,863,784 38 |
| Total..... | \$ 233,922,917 99 | \$ 127,018,957 80 |
| Reserve for accrued depreciation—Cr..... | 7,473,310 28 | 4,315,836 69 |
| Net total..... | \$ 226,449,607 71 | \$ 122,703,121 11 |
| Cost per mile of line..... | 112,059 39 | 105,394 23 |

Explanatory Remarks.

Securities Included in Cost of Road and Equipment.

Big Stony Railway:

\$ 50,000 par value capital stock acquired for \$45,237.10. Included in cost of road.
 \$198,000 par value first mortgage bonds acquired for \$52,310.73. Included in cost of road.

Blackstone and Lunenburg Railroad:

\$ 9,400 par value capital stock full paid \$9,400.00. Included in cost of road.
 600 par value capital stock 10 per cent. paid \$60.00. Included in cost of road.

Carretta Railway:

\$ 25,000 par value capital stock acquired for \$55.00. Included in cost of road.

Jaeger and Southern Railroad:

\$ 25,000 par value capital stock and line of road purchased for \$50,000 and included in cost of road, and deposited with trustee of divisional first lien and general mortgage as further security.

Kenova and Big Sandy Railroad:

\$ 50,000 par value capital stock 10 per cent. paid \$5,000.00. Included in cost of road.

Pocahontas and Western Railroad:

\$ 10,000 par value capital stock 10 per cent. paid \$1,000.00. Included in cost of road.

Radford Southern Railway and Mining Company:

\$100,000 par value capital stock and \$56,000 bonds purchased for \$23,750 and included in cost of road.

Shenandoah Valley Railway:

\$7,000,000 par value capital stock acquired from receivers of Norfolk and Western Railroad, together with physical property, and included in cost of road.

Virginia Mineral Railway:

\$ 50,900 par value capital stock \$2.00 per share paid, \$1,018, included in cost of road.

West Virginia Southwestern Railroad:

\$100,000 par value capital stock acquired for \$70.00, and included in cost of road.

PREDECESSOR COMPANIES:

Assumed by the Norfolk and Western Railway Company at reorganization and included in the cost of road representing the property acquired, and deposited with trustee of first consolidated mortgage as further security.

- \$ 496,000 par value Norfolk and Petersburg Railroad Company second mortgage bonds.
- 1,012,300 par value Southside Railroad Company consolidated mortgage bonds.
- 10,900 par value Virginia and Tennessee Railroad Company preferred stock.
- 980,000 par value Virginia and Tennessee Railroad Company enlarged mortgage bonds.
- 1,000,000 par value Virginia and Tennessee Railroad Company fourth mortgage bonds.
- 4,140,000 par value Norfolk and Western Railroad Company equipment mortgage bonds of 1888.
- 1,337,701 81 par value Norfolk and Western Railroad Company car trust certificates of 1892.
- 1,686,228 09 par value Norfolk and Western Railroad Company car trust bonds of 1893.

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|--|-----------------|-----------------|
| Rail operations—Revenues..... | \$43,739,920 52 | |
| Rail operations—Expenses..... | 28,565,812 96 | |
| Net revenue (cr deficit)—Rail operations..... | | \$15,174,107 56 |
| Auxiliary (or outside) operations—Revenues..... | \$ 183,726 92 | |
| Auxiliary (or outside) operations—Expenses..... | 191,335 01 | |
| Net (deficit) auxiliary operations..... | | 7,608 09 |
| Net railway operating revenue..... | | \$15,166,499 47 |
| Railway tax accruals..... | | 1,452,000 00 |
| Railway operating income..... | | \$13,714,499 47 |
| OTHER INCOME: | | |
| Hire of equipment—Credit balance..... | \$ 1,174,005 71 | |
| Joint facility rent income..... | 48,129 81 | |
| Miscellaneous rent income..... | 31,570 25 | |
| Net profit from miscellaneous physical property..... | 15,056 15 | |
| Dividend income..... | 23,724 66 | |
| Income from funded securities..... | 276,712 63 | |
| Income from unfunded securities and accounts..... | 240,481 85 | |
| Miscellaneous income..... | 264 84 | |
| Total other income..... | | 1,814,944 90 |
| Gross income..... | | \$15,529,444 37 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Joint facility rent deductions..... | \$ 80,727 26 | |
| Miscellaneous rent deductions..... | 1,440 54 | |
| Separately operated properties—Loss..... | 94,173 54 | |
| Interest deductions for funded debt..... | 4,245,567 66 | |
| Interest deductions for unfunded debt..... | 893 96 | |
| Total deductions..... | | 4,422,802 96 |
| Net income..... | | \$11,106,641 41 |
| DISPOSITION OF NET INCOME: | | |
| Dividend appropriations of income..... | \$ 919,668 00 | |
| Income balance transferred to credit of profit and loss..... | | \$10,186,973 41 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|-----------------|------------------|
| Balance (at beginning of fiscal period)..... | | \$ 8,880,831 99 |
| Credit balance transferred from income account..... | | 10,186,973 41 |
| Delayed income credits..... | | 11,707 64 |
| Dividend appropriations of surplus..... | \$ 5,786,796 00 | |
| Appropriations of surplus for additions and betterments..... | 1,553,088 00 | |
| Delayed income debits..... | 16,522 69 | |
| Balance credit or debit (at end of fiscal period) carried to general balance sheet..... | 11,423,106 35 | |
| Total..... | \$18,779,513 04 | \$ 18,779,513 04 |

Delayed Income Credits:

| | |
|--|-------------|
| Difference between par and purchase value of Columbus Connecting and Terminal Railway bonds..... | \$ 399 58 |
| Refund of C. P. & V. R. R. Co. working fund..... | 6 20 |
| Ballast removed from Waverly, O. gravel pit..... | 1,950 48 |
| Radford Brick Co. 90 per cent. bonds and scrip..... | 350 84 |
| Unclaimed wages..... | 7,659 71 |
| Attached wages and accounts..... | 298 63 |
| Old outstanding wages and accounts..... | 1,042 20 |
| Total..... | \$11,707 64 |

Delayed Income Debits:

| | |
|---|-------------|
| Individuals and companies accounts written off..... | \$ 3,222 69 |
| Virginia Anthracite Coal and Railway Company bonds..... | 13,300 00 |
| Total..... | \$16,522 69 |

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Par Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|---|----------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| | | | | | | | |
| Preferred stock..... | 1 | | \$ 22,991,700 | \$229,917 00 | | 1912 | 1912 |
| Preferred stock..... | 1 | | 22,991,700 | 229,917 00 | | 1912 | 1912 |
| Preferred stock..... | 1 | | 22,991,700 | 229,917 00 | | 1913 | 1913 |
| Preferred stock..... | 1 | | 22,991,700 | 229,917 00 | | 1913 | 1913 |
| Common stock..... | 1 | | 82,325,000 | | \$1,264,875 00 | 1912 | 1912 |
| Common stock..... | 1 | | 82,325,000 | | 1,471,665 00 | 1912 | 1912 |
| Common stock..... | 1 | | 98,414,100 | | 1,491,211 50 | 1913 | 1913 |
| Common stock..... | 1 | | 98,414,100 | | 1,501,770 00 | 1913 | 1913 |
| Dividend adjustment on common stock issued in exchange for convertible bonds..... | | | | | 27,274 50 | | |
| Total..... | | | | \$919,668 00 | \$5,786,796 00 | | |

SECURITIES OWNED—STOCKS.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | UNPLEGDED | | DIVIDENDS DECLARED | |
|---|--------------------|-----------------------|--------------------|-----------------------|--------------------|--------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Columbus Connecting and Terminal Railroad Company | \$ 600,000 00 | \$ 79,466 80 | \$ 8,333 00 | \$ 8,333 00 | 5 | \$ 416 66 |
| Durham Turn Station Company | ----- | ----- | 4,940 00 | 4,940 00 | ----- | ----- |
| Gwynett and Tux River Railroad Company | ----- | ----- | 25,000 00 | 25,000 00 | ----- | ----- |
| Norfolk Terminal Railway Company | ----- | ----- | 9,580 00 | 9,580 00 | ----- | ----- |
| William and Pond Creek Railroad | ----- | ----- | ----- | ----- | ----- | ----- |
| Railway companies—Inactive: | | | | | | |
| Scioto Valley and New England Railroad Company | 4,998 60 | 999 72 | 1 40 | 28 | ----- | ----- |
| Total | \$ 604,998 60 | \$ 80,466 52 | \$ 47,854 40 | \$ 47,853 61 | ----- | \$ 416 66 |
| Stocks of companies not proprietary, affiliated, or controlled held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Norfolk and Portsmouth Belt Line Railroad Company | ----- | ----- | \$ 7,200 00 | \$ 7,708 09 | 6 | \$ 432 00 |
| Winston-Salem South Bound Railway Company | ----- | ----- | 62,100 00 | 62,100 00 | ----- | ----- |
| Virginia-Carolina Railway Company | ----- | ----- | 254,600 00 | 149,764 86 | 6 | 15,276 00 |
| New River, Holston and Western Railroad | ----- | ----- | 25,800 00 | 20,640 00 | ----- | ----- |
| Other than railway companies—Active: | | | | | | |
| Peachmontas Coal and Coke Company | ----- | ----- | 998,600 00 | 501,600 00 | ----- | ----- |
| Virginia Company | ----- | ----- | 99,300 00 | 154,920 00 | ----- | ----- |
| Old Dominion Steamship Company | ----- | ----- | 210,000 00 | 158,200 00 | 6 | 12,600 00 |
| Total | ----- | ----- | \$1,657,600 00 | \$1,054,942 77 | ----- | \$ 28,308 00 |

SECURITIES OWNED—FUNDED DEBT.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEDGED | | UNPLEDGED | | INTEREST ACCRUED | |
|--|--------------------|-----------------------|--------------------|-----------------------|------------------|-------------|
| | Total Par Value | Cost of Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Funded debt of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Durham Union Station Company | | | \$ 9,000 00 | \$ 9,000 00 | 5 | \$ 450 00 |
| Virginia-Carolina Railway Company | | | 180,000 00 | 179,200 00 | 5 | 9,000 00 |
| New River, Holston and Western Railroad Company | | | 343,913 00 | 164,445 75 | | |
| Total | | | \$ 532,913 00 | \$ 352,645 75 | | \$ 9,450 00 |

SECURITIES OWNED—CONTINUED.

Marketable Securities—Stocks.

| NAME OF CORPORATION AND SECURITY | Par Value of Securities Owned | Cost or Book Value | DIVIDENDS DECLARED | |
|---------------------------------------|-------------------------------------|-----------------------|--------------------|--------|
| | | | Rate | Amount |
| Railway companies—Active: | | | | |
| Marion and Rye Valley Railway Co..... | \$ 24,900 00 | \$ 3,898 00 | ----- | ----- |
| Other than railway companies—Active: | | | | |
| Ironton Coal and Iron Co..... | 122 00 | 100 00 | ----- | ----- |
| Jamestown Exposition..... | 14,811 00 | 10 00 | ----- | ----- |
| Total..... | \$ 39,833 00 | \$ 4,008 00 | ----- | ----- |

Marketable Securities—Funded Debt.

| NAME OF CORPORATION AND SECURITY | Par Value of Securities Owned | Cost or Book Value | INTEREST ACCRUED | |
|---|-------------------------------------|-----------------------|----------------------------------|---------------|
| | | | Rate | Amount |
| Railway companies—Active: | | | | |
| Beaver Dam Railroad Company..... | \$ 23,500 00 | \$ 23,500 00 | 5 | \$ 1,175 00 |
| Virginia Southern Railroad Company..... | 17,000 00 | 17,000 00 | ----- | 1,100 00 |
| Atlantic Coast Line R. R. Co..... | 1,000 00 | 998 20 | ----- | 1,553 71 |
| Alabama Great Southern R. R. Co..... | 75,000 00 | 75,181 20 | ----- | 922 00 |
| Baltimore and Ohio R. R. Co..... | 357,000 00 | 359,745 69 | ----- | 45,825 05 |
| Canadian Northern R. R. Co..... | 214,000 00 | 215,425 52 | ----- | 120 59 |
| Chesapeake and Ohio Ry. Co..... | 70,000 00 | 70,412 31 | ----- | 818 02 |
| Cleveland, Columbus, Cincinnati and Indianapolis R. R. Co..... | 55,000 00 | 55,637 25 | ----- | ----- |
| Chicago, Rock Island and Pacific Ry..... | 7,000 00 | 7,061 69 | ----- | 249 65 |
| Erie Railroad Company..... | 498,000 00 | 498,818 96 | ----- | 4,033 79 |
| Elmira, Cortland and No. R. R. Co..... | 80,000 00 | 80,870 12 | ----- | ----- |
| Illinois Central R. R. Co..... | 80,000 00 | 80,527 28 | ----- | ----- |
| Lehigh Valley Railroad Co..... | 339,000 00 | 341,046 45 | ----- | 2,147 94 |
| Louisville and Nashville R. R. Co..... | 95,000 00 | 95,059 61 | ----- | ----- |
| Memphis Union Station Co..... | 200,000 00 | 201,424 32 | ----- | 59 04 |
| Minneapolis, St. Paul and St. Marie R. R. Co..... | 100,000 00 | 101,488 83 | ----- | 2,250 00 |
| Missouri, Kansas and Texas R. R..... | 57,000 00 | 57,082 23 | ----- | ----- |
| New York Central Lines..... | 446,000 00 | 448,468 06 | ----- | 16,788 55 |
| Nashville, Chattanooga and St. Louis R. R..... | 573,000 00 | 586,315 56 | ----- | 7,576 33 |
| Pennsylvania R. R. Co..... | 155,000 00 | 154,943 87 | ----- | 29,372 00 |
| Southern Railway Company..... | 249,000 00 | 249,572 75 | ----- | 3,833 84 |
| Southern Pacific R. R. Co..... | 69,000 00 | 69,642 20 | ----- | ----- |
| Steubenville and Indiana R. R..... | 102,000 00 | 104,478 66 | ----- | 354 62 |
| St. Louis, Iron Mountain and Southern R. R. Co..... | 39,000 00 | 39,221 01 | ----- | 52 29 |
| Taylor's Falls and Lake Superior R. R..... | 210,000 00 | 215,324 57 | ----- | 6,300 00 |
| Virginian Railway Company, The..... | 16,000 00 | 16,064 29 | ----- | 77 02 |
| Bells Gap R. R. Co..... | " | " | (Matured prior June 30, 1913)... | 5 02 |
| Canada Southern R. R. Co..... | " | " | ----- | 7,051 07 |
| Central Vermont R. R. Co..... | " | " | ----- | 378 00 |
| C. N. O. & P. Ry. Co..... | " | " | ----- | 67 27 |
| Chicago and Eastern Illinois R. R. Co..... | " | " | ----- | 27 65 |
| Chicago, Burlington and Quincy R. R..... | " | " | ----- | 87 57 |
| Hocking Valley R. R. Co..... | " | " | ----- | 129 27 |
| Little Miami R. R. Co..... | " | " | ----- | 19 57 |
| Milwaukee and Northern R. R. Co..... | " | " | ----- | 326 71 |
| Northern Pacific R. R. Co..... | " | " | ----- | 481 31 |
| Mobile and Ohio Railroad..... | " | " | ----- | 250 80 |
| N. Y., N. H. & H. R. R. Co..... | " | " | ----- | 121 96 |
| N. Y., Ontario and Western R. R..... | " | " | ----- | 29 53 |
| New York, Lake Erie and Western Dock and Improvement..... | " | " | ----- | 5,931 60 |
| Pennsylvania Company..... | " | " | ----- | 366 74 |
| Phila., Germantown, and Church Hill R. R..... | " | " | ----- | 268 62 |
| St. Louis and San Francisco R. R..... | " | " | ----- | 104 61 |
| St. Paul Eastern Grand Trunk R. R..... | " | " | ----- | 609 57 |
| Seaboard Air Line Railway..... | " | " | ----- | 235 86 |
| Total..... | \$4,125,500 00 | \$4,165,308 63 | ----- | \$ 141,302 16 |

SECURITIES OWNED—CONTINUED.

Marketable Securities—Funded Debt—Continued.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | INTEREST ACCRUED | |
|--------------------------------------|--------------------------------|--------------------|------------------|---------------|
| | Par Value of Securities Owned. | Cost or Book Value | Rate | Amount |
| Other than railway companies—Active: | | | | |
| Sheffield Coal and Iron Co. | \$ 4,730 00 | \$ 4,730 00 | | |
| City of Cincinnati | 3,000 00 | 3,000 00 | 3½ | \$ 105 00 |
| City of Cincinnati | 14,000 00 | 14,000 00 | 3.65 | 511 00 |
| Norfolk and Western—Poca. Joint | 277,000 00 | 251,675 63 | | 6,040 71 |
| City of Chicago | 75,000 00 | 75,433 99 | | 1,500 00 |
| City of Newark, N. J. | 2,000,000 00 | 2,002,489 55 | | 28,811 79 |
| City of Seattle, Cedar River Water | 4,000 00 | 4,006 08 | | 26 67 |
| City of Rochester, N. Y. | 130,375 00 | 130,480 81 | | 2,710 68 |
| City of Yonkers, N. Y. | 200,000 00 | 201,917 74 | | |
| City of Troy, N. Y. | 200,000 00 | 200,229 18 | | |
| New York City | 786,000 00 | 770,411 93 | | 74,373 43 |
| New York State | 1,000,000 00 | 1,002,198 81 | | |
| Alleghany County Pa. | (Matured prior | to June 30, 1913) | | 172 51 |
| Bethlehem Steel Company | " | " | | 2,234 33 |
| City of Philadelphia, Pa. | " | " | | 45 85 |
| City of Pittsburgh, Pa. | " | " | | 93 54 |
| City of Springfield, Mass. | " | " | | 1,047 94 |
| City of St. Louis, Mo. | " | " | | 255 56 |
| City of Syracuse, N. Y. | " | " | | 2,857 65 |
| Hudson Coal Company | " | " | | 878 56 |
| Lehigh and Wilkesbarre Coal Co. | " | " | | 4,255 25 |
| New Castle county, Delaware | " | " | | 140 00 |
| Total | \$4,694,105 00 | \$4,680,573 72 | | \$ 126,060 47 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | Par Value | Dividends or Interest |
|---|----------------|-----------------------|
| STOCKS: | | |
| Stocks of respondent "in treasury" and "pledged as collateral" | \$ 9,200 00 | |
| Stocks of railway companies—Active | 1,022,453 00 | \$ 16,124 66 |
| Stocks of railway companies—Inactive | 5,000 00 | |
| Stocks of other than railway companies—Active | 1,322,833 00 | 12,600 00 |
| Total | \$2,359,486 00 | \$ 28,724 66 |
| FUNDED DEBT: | | |
| Funded debt of respondent "in treasury" and "pledged as collateral" | \$ 384,000 00 | |
| Funded debt of railway companies—Active | 4,658,413 00 | \$ 150,652 16 |
| Funded debt of other than railway companies—Active | 4,694,105 00 | 126,060 47 |
| Total | \$9,736,518 00 | \$ 276,712 63 |
| MISCELLANEOUS SECURITIES: | | |
| Miscellaneous securities of other than railway companies—Active | \$ 1,000 00 | |

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission?—Yes.

| NAME OF CORPORATION | Name of Security Held | Par Value of Holdings | Name of Intermediary |
|---------------------------------|-----------------------|-----------------------|----------------------------------|
| Barker and Clarks Gap R. R. Co. | Stock | \$ 24,400 00 | Guyandot and Tug River R. R. Co. |
| Clear Fork and Oceana R. R. Co. | Stock | 24,400 00 | Guyandot and Tug River R. R. Co. |

SINKING AND OTHER FUNDS.

Income and Disbursements During the Year.

| NAME OF FUND | INCOME | | | | Disbursements |
|---|----------------------------|---------------------------------|----------------------|--------------|---------------|
| | Cash Appropriation to Fund | Income to Fund from Investments | Other Income to Fund | Total | |
| Sinking and redemption funds: Refund of amount deposited of sale of land at Columbus, O., October 31, 1913, on account under C. C. & T. Mfg. | \$ 40,865 56 | ----- | ----- | \$ 40,865 56 | \$ 10,984 23 |

Assets on June 30, 1913.

| NAME OF FUND AND SECURITY | SECURITIES IN FUND | | Cash in Fund | Total |
|---|--------------------|--------------------|--------------|---------------|
| | Par Value | Cost or Book Value | | |
| Sinking and redemption funds: | | | | |
| Sale of land at Norfolk, Va. under 1st consolidated mortgage..... | ----- | ----- | ----- | \$ 76,983 56 |
| Sale of land at Norfolk, Va. under 1st consolidated mortgage..... | ----- | ----- | ----- | 38,855 56 |
| Sale of land at Portsmouth, Ohio, 1st consolidated mortgage..... | ----- | ----- | ----- | 2,010 00 |
| Total..... | ----- | ----- | ----- | \$ 117,849 42 |

Explanatory Remarks.

| | |
|---|-------------|
| "A" October 15, 1912, sale of land to Virginian Railway Company at Norfolk, Va..... | \$38,855 56 |
| December 30, 1912, sale of land to city of Portsmouth, O..... | 2,010 00 |
| | \$40,865 56 |

OPERATING RESERVES.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|---|-------------------------|----------------------------|-------------------------------|-------------------------|
| Rail renewal fund..... | \$108,049 27 | \$ 252,000 00 | \$ 168,025 15 | \$ 192,024 12 |
| Liability of fire to property other than railway companies..... | 2,486 19 | 5,025 00 | 4,476 13 | 3,035 06 |
| Total..... | \$110,535 46 | \$ 257,025 00 | \$ 172,501 28 | \$ 195,059 18 |

ADVANCES TO PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES.

Advances for Construction, Equipment and Betterments.

| NAME OF COMPANY | AMOUNT |
|--|---------------|
| Guyandot and Tug River Railroad Company..... | \$ 218,710 18 |
| Barker and Clarke Gap Railroad Company..... | 3,704 00 |
| Clear Fork and Oceana Railroad Company..... | 6,082 04 |
| Total..... | \$ 228,496 22 |

Temporary Advances for Various Purposes.

| NAME OF COMPANY | Amount |
|---|-----------------|
| Poahontas Coal and Coke Company..... | \$ 1,292,000 00 |
| Virginia Company, Real Estate..... | 96,876 06 |
| Virginia Company, Equipment..... | 1,719,571 32 |
| Williamson and Pond Creek Railroad Company construction..... | 1,150,184 00 |
| New River, Holston and Western Railroad Company construction..... | 19,200 00 |
| Virginia-Carolina Railway Company construction..... | 147,075 36 |
| Winston-Salem Southbound Railway Company construction..... | 415,000 00 |
| Total..... | \$ 4,839,906 74 |

SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary (or Outside Operations.)

| DESIGNATION | Revenues | Expenses | Net Revenue or Deficit |
|-------------------------------------|---------------|---------------|------------------------|
| Harbor Terminal Transfers..... | \$ 10,207 05 | \$ 12,914 65 | Def. \$ 2,707 60 |
| Dining and special car service..... | 123,048 65 | 138,983 46 | Def. 15,934 81 |
| Grain elevators..... | 5,455 09 | 7,796 67 | Def. 2,341 58 |
| Stock yards..... | 4,714 94 | 6,108 93 | Def. 1,393 99 |
| Hotels and restaurants..... | 20,955 03 | 16,000 08 | 4,954 95 |
| Miscellaneous: | | | |
| Re-icing charges..... | 18,314 84 | 8,907 75 | \$ 9,407 09 |
| Public cup vendors..... | 905 59 | 564 27 | 431 32 |
| Towel vending machines..... | 35 73 | 59 20 | Def. 23 47 |
| Total..... | \$ 183,726 92 | \$ 191,335 01 | Def. \$ 7,608 09 |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Net Income or Loss |
|----------------------------------|--------------------|
| Leased rails and fastenings..... | \$ 15,056 15 |

RENTS RECEIVABLE.

Joint Facility Rent Income.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|--------------------------|-------------------------------|---|--------------|
| Tracks | Glasgow, Va..... | Chesapeake and Ohio Ry. Co... | \$ 101 76 |
| | Glasgow-Loch Laird, Va..... | Chesapeake and Ohio Ry. Co... | 5,378 97 |
| | Norton-Toms Creek, Va..... | Virginia and Southwestern Ry. Co. | 1,306 81 |
| | Kiser-St. Paul, Va..... | Carolina, Clinchfield and Ohio Railway Company..... | 7,886 25 |
| | Portsmouth, Ohio..... | B. & O. Southwestern Ry. Co... | 418 97 |
| Yards and terminals..... | Bond Hill, Ohio..... | B. & O. Southwestern Ry. Co... | 66 36 |
| | Petersburg, Virginia..... | Atlantic Coast Line R. R..... | 1,634 73 |
| | Burkeville, Va..... | Southern Railway..... | 52 50 |
| | Lynchburg, Va..... | Chesapeake and Ohio Ry. Co... | 1,074 75 |
| | Lynchburg, Va..... | Southern Railway..... | 1,568 35 |
| | Shenandoah Junct., W. Va..... | Balto. and Ohio R. R. Co..... | 90 00 |
| | Elkton, Va..... | Chesapeake Western Ry. Co..... | 360 00 |
| | Koehlers, Va..... | Danville and Western R. R. Co... | 8 75 |
| | Winston-Salem, N. C..... | Winston-Salem Southbound Ry. | 4,710 26 |
| | Bristol, Va..... | Southern Railway..... | 2,338 20 |
| | Bristol, Va..... | Virginia and Southwestern Ry. Co. | 621 68 |
| | St. Paul, Va..... | Carolina, Clinchfield and Ohio Ry. Co..... | 683 18 |
| | Norton, Va..... | Louisville and Nashville R. R. Co. | 1,814 72 |
| | Norton, Va..... | Wise Terminal Company..... | 1,017 96 |
| | Norton, Va..... | Virginia and Kentucky R. R. Co... | 967 41 |
| | Devon, W. Va..... | Big Sandy and Cumberland R. R. | 6 13 |
| | Kenova, W. Va..... | Chesapeake and Ohio Ry. Co. (Passenger) | 1,035 88 |
| | Kenova, W. Va..... | Chesapeake and Ohio Ry. Co. (Freight) | 179 91 |
| | Kenova, W. Va..... | Baltimore and Ohio R. R. Co..... | 810 29 |
| | Portsmouth, Ohio..... | B. & O. Southwestern Ry. Co... | 288 60 |
| | Valley Crossing, Ohio..... | Hocking Valley Railway..... | 78 72 |
| | Columbus, Ohio..... | Pennsylvania Company..... | 12,021 73 |
| | Columbus, Ohio..... | P. C. C. & St. L. Ry. Co..... | 729 32 |
| | Sardinia, Ohio..... | Ohio River and Columbus Ry..... | 117 13 |
| | Ivorydale, Ohio..... | P. C. C. & St. L. Ry. Co..... | 39 48 |
| | Ivorydale, O..... | C. C. C. & St. L. Ry. Co..... | 65 09 |
| | Ivorydale, O..... | B. & O. Southwestern Ry. Co... | 55 24 |
| | Idlewild, O..... | P. C. C. & St. L. Ry. Co..... | 14 16 |
| Other facilities... | Petersburg, Va..... | Atlantic Coast Line R. R. Co... | 101 26 |
| | Ironton, O..... | Detroit, Toledo and Ohio R. R. Co. | 478 58 |
| | Valley Crossing, O..... | Hocking Valley Railway..... | 5 68 |
| Total..... | | | \$ 48,128 81 |

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Expenses | Amount |
|---|----------------|--------------|-------------|--------------|
| Grounds on right of way for cultivation, dwellings, pipe lines, platforms, etc., at various points..... | | \$ 36,922 12 | \$ 5,351 87 | \$ 31,570 25 |

RENTS RECEIVABLE—CONTINUED.

Miscellaneous Rent Income—Continued—Explanatory Remarks.

Some of the principal items included in this account are:

| | |
|---|-----------|
| Land at Norfolk, Va., various parties..... | \$ 630 82 |
| Land and buildings at Petersburg, Va., various parties..... | 400 00 |
| Land and buildings at Lynchburg, Va., various parties..... | 881 05 |
| Land and buildings at Roanoke, Va., various parties..... | 1,742 50 |
| Building at Hagerstown, Md., Y. M. C. A..... | 307 00 |
| Buildings and dwellings at Bluefield, W. Va., various parties..... | 2,817 74 |
| Water at Coaldale, W. Va., Mill Creek C. & C. Co..... | 877 14 |
| Land and buildings at Ironton, Ohio, various parties..... | 800 00 |
| Land and buildings at Portsmouth, Ohio, various parties..... | 710 04 |
| Land, buildings and dwellings at Columbus, Ohio, various parties..... | 7,075 04 |
| Land at Norwood, Ohio, Moores Coney Co..... | 939 97 |
| Coal Wharf at Cincinnati, Ohio, R. Feldman..... | 2,090 00 |

Balance is made up various small parcels of land and right of way for cultivation, crossings, for pipe lines, platforms erected on right of way, small dwellings, etc.

MISCELLANEOUS INCOME.

| SOURCE OF INCOME | AMOUNT |
|--|-----------|
| Trivial amounts remaining on payrolls which were not called for..... | \$ 229 78 |
| Conscience money..... | 32 50 |
| Southern Construction Company dividend account of assignment..... | 1 04 |
| Adjustment of differences on account of under and over payments..... | 92 |
| Total..... | \$ 264 84 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|--------------------------|--------------------------|---|--------------|
| Tracks..... | Basic, Va..... | Chesapeake and Ohio Ry. Co..... | \$ 268 09 |
| | Columbus, O..... | B. & O., P. C. C. & St. L. Rys..... | 1,500 00 |
| | Clare-Cincinnati, O..... | P. C. C. & St. L. Ry..... | 4,063 08 |
| Yards and terminals..... | Norfolk, Va..... | Norfolk Terminal Ry. Co..... | 19,257 22 |
| | Norfolk, Va..... | Merchants and Miners Transportation Co..... | 1,250 00 |
| | Kilby, Va..... | Seaboard Air Line Ry..... | 4 05 |
| | Durham, N. C..... | Union Depot Company..... | 578 04 |
| | Hagerstown, Md..... | Cumberland Valley R. R..... | 3,576 73 |
| | Hagerstown, Md..... | Western Maryland R. R..... | 263 00 |
| | Winston-Salem, N. C..... | Southern Railway..... | 437 38 |
| | Winston-Salem, N. C..... | Winston-Salem Southbound Ry..... | 12,677 76 |
| | Ashland, Kentucky..... | Ashland Coal and Iron Ry..... | 540 00 |
| | Chillicothe, O..... | B. & O. Southwestern Ry..... | 1,200 00 |
| | Columbus, O..... | Union Depot Company..... | 789 87 |
| | Cincinnati, O..... | Cincinnati, Lebanon and Northern Ry..... | 32,606 24 |
| | Cincinnati, O..... | P. C. C. & St. L. Ry..... | 1,664 80 |
| Other facilities..... | Kenova, W. Va..... | Baltimore and Ohio R. R..... | 16 00 |
| | Ironton, O..... | Detroit, Toledo and Ironton R. R..... | 25 00 |
| | Columbus, O..... | P. C. C. & St. L. Ry..... | 10 00 |
| Total..... | | | \$ 80,727 26 |

RENTS PAYABLE—CONTINUED.

Miscellaneous Rent Deductions.

| DESCRIPTION OF PROPERTY | LOCATION | NAME OF LESSOR | AMOUNT |
|-------------------------|---------------------|----------------|-------------|
| Grounds..... | Various points..... | ..... | \$ 1,440 54 |

SEPARATELY OPERATED PROPERTIES.

| NAME OF PROPERTY | LOCATION | Deficit |
|---------------------------------------|---|--------------|
| Virginia Company..... | Virginia | \$ 2,173 54 |
| Pocahontas Coal and Coke Company..... | Advances to meet deficiency of interest on bonds..... | 92,000 00 |
| Total..... | ..... | \$ 94,173 54 |

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|---|--------|---|-------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCRUED ON EQUIPMENT BORROWED: | | | | | |
| Passenger-train cars..... | 33½ | ----- | 1,485,506 | ----- | \$ 40,056 19 |
| Freight-train cars..... | ----- | ----- | 5,102,380 ¹⁰⁰ / ₁₀₀ | ----- | 1,889,431 30 |
| Total..... | 33½ | ----- | 6,587,886 ¹⁰⁰ / ₁₀₀ | ----- | \$ 1,929,487 49 |
| ACCRUED ON EQUIPMENT LOANED: | | | | | |
| Passenger locomotives..... | 5,647 ¹⁰⁰ / ₁₀₀ | \$5 00 | ----- | ----- | \$ 28,235 48 |
| Freight locomotives..... | | | | | |
| Work locomotives..... | | | | | |
| Passenger-train cars..... | | | | | |
| Freight-train cars..... | | | | | |
| Work cars..... | 1,544 ¹⁰⁰ / ₁₀₀ | ----- | 1,331,188 ¹⁰⁰ / ₁₀₀ | ----- | 45,685 33 |
| | 8,237,449 ¹⁰⁰ / ₁₀₀ | ----- | ----- | ----- | 3,089,925 03 |
| | 7,653 ¹⁰⁰ / ₁₀₀ | ----- | ----- | ----- | 6,218 12 |
| Total..... | 8,252,295 ¹⁰⁰ / ₁₀₀ | ----- | 1,331,188 ¹⁰⁰ / ₁₀₀ | ----- | \$ 3,170,063 96 |

Explanatory Remarks.

EQUIPMENT BORROWED.

Passenger-train cars:—

| | |
|-------------------------------|--------------|
| 6 days at \$3.00..... | \$ 18 00 |
| 13½ days at 25.00..... | 337 50 |
| 14 days at 33.00..... | 462 00 |
| 9,274 miles at 1 cent..... | 92 74 |
| 112,137 miles at 1½ cent..... | 1,682 06 |
| 793,579 miles at 2 cents..... | 15,871 58 |
| 424 miles at 2½ cents..... | 10 60 |
| 125,503 miles at 3 cents..... | 3,765 09 |
| 441,283 miles at 4 cents..... | 17,651 32 |
| 3,306 miles at 5 cents..... | 165 30 |
| | \$ 40,056 19 |

HIRE OF EQUIPMENT—CONTINUED.

Explanatory Remarks—Continued.

EQUIPMENT BORROWED—CONTINUED.

Freight-train cars:

| | | |
|------------------------------------|------------|-----------------|
| 1 day at \$25.00..... | \$ 25 00 | |
| 8 days at 3.75..... | 30 00 | |
| 45,613.18 days at 45 cents..... | 20,526 03 | |
| 146.80 days at 20 cents..... | 29 28 | |
| 817,895.21 days at 25 cents..... | 204,473 96 | |
| 613,389 days at 30 cents..... | 184,016 70 | |
| 1,580,819.60 days at 35 cents..... | 546,286 71 | |
| 1,964,206.42 days at 45 cents..... | 883,893 12 | |
| 100,301 days at 50 cents..... | 50,150 50 | |
| | | \$ 1,889,431 30 |
| | | \$ 1,929,487 49 |

EQUIPMENT LOANED.

Locomotives:—

| | |
|------------------------------|-----------|
| 5,647.48 days at \$5.00..... | 28,235 48 |
|------------------------------|-----------|

Passenger-train cars:—

| | | |
|---------------------------------|-------------|-----------|
| 1,499.38 days at \$5.00..... | \$ 7,498 80 | |
| 41 days at \$7.00..... | 287 00 | |
| 4 days at \$4.00..... | 16 00 | |
| 7,761.60 miles at 10 cents..... | 776 16 | |
| 47,274 miles at 1 cent..... | 472 74 | |
| 96,554 miles at 1½ cent..... | 1,448 32 | |
| 532,757 miles at 2 cents..... | 10,655 14 | |
| 831 miles at 2½ cents..... | 20 78 | |
| 54,175 miles at 3 cents..... | 1,625 25 | |
| 568,569 miles at 4 cents..... | 22,742 76 | |
| 74 miles at 5 cents..... | 3 70 | |
| 6,414 miles at 3-5 cent..... | 12 83 | |
| 16,779 miles at 3-4 cent..... | 125 85 | |
| | | 45,685 33 |

Freight-train cars:—

| | | |
|------------------------------------|--------------|--------------|
| 2,216 days at \$1.00..... | \$ 2,216 00 | |
| 4,270 days at 50 cents..... | 2,135 00 | |
| 849 days at \$1.00..... | 849 00 | |
| 3,288 days at \$1.00..... | 3,288 00 | |
| 187.70 days at 20 cents..... | 37 47 | |
| 548,243¼ days at 25 cents..... | 137,060 83 | |
| 1,206,997.26 days at 30 cents..... | 362,699 36 | |
| 3,347,136 days at 35 cents..... | 1,171,497 60 | |
| 3,019,788.13 days at 45 cents..... | 1,358,904 73 | |
| 102,474.4 days at 50 cents..... | 51,237 04 | |
| | | 3,089,925 03 |

Work equipment:—

| | | |
|-----------------------------|-----------|----------|
| 196 days at \$1.00..... | \$ 196 00 | |
| 6,881 days at 50 cents..... | 3,440 50 | |
| 2 days at \$2.50..... | 5 00 | |
| 270.62 days at \$1.00..... | 270 62 | |
| 16 days at \$10.00..... | 160 00 | |
| 204 days at 25 cents..... | 51 00 | |
| 83 4-5 days at \$25.00..... | 2,095 00 | |
| | | 6,218 12 |

Barge service:—

| | |
|------------------------|--------|
| 8 days at \$35.00..... | 280 00 |
|------------------------|--------|

\$ 3,170,343 9

HIRE OF EQUIPMENT—CONTINUED.

Private Cars.

| NAME OF COMPANY | Miles | Rate | Amount |
|---|-----------|------|-----------|
| Armour Car Lines..... | 28,104 | 3-5 | \$ 168 61 |
| Armour Car Lines..... | 1,754,238 | 3-5 | 13,156 81 |
| American Cotton Oil Company..... | 4,062 | 3-5 | 30 47 |
| Atlantic Seaboard Despatch..... | 16,149 | 3-5 | 121 13 |
| American Extract Company..... | 10,672 | 3-5 | 5 04 |
| American Refrigerator Transit..... | 108,441 | 3-5 | 813 31 |
| American Zinc Co. of Illinois..... | 19,925 | 3-5 | 149 43 |
| American Tank Line..... | 2,504 | 3-5 | 18 78 |
| American Asphaltum and Rubber..... | 1,199 | 3-5 | 8 96 |
| American Oil Works..... | 682 | 3-5 | 5 12 |
| American Refining Company..... | 1,988 | 3-5 | 14 63 |
| Arms Palace Horse Car..... | 52,500 | 3-5 | 315 02 |
| American Strawboard Co..... | 110 | 3-5 | 66 |
| Boomer Coal and Coke Company..... | 2,226 | 3-5 | 13 35 |
| Berwind White Coal Mining Co..... | 5,067 | 3-5 | 30 40 |
| Baker Whiteley Coal Co..... | 2,174 | 3-5 | 13 04 |
| Bear Lithia Springs..... | 41,122 | 3-5 | 246 72 |
| Basic Extract Co..... | 30,253 | 3-5 | 228 88 |
| Buena Vista Extract Co..... | 44,120 | 3-5 | 330 92 |
| Barrett Manufacturing Co..... | 4,224 | 3-5 | 31 68 |
| Bay Terminal..... | 16,596 | 3-5 | 124 47 |
| Barber Asphalt Paving Co..... | 3,346 | 3-5 | 25 06 |
| Berrys Sons Co., J. B..... | 6,022 | 3-5 | 45 12 |
| Cincinnati Refrigerator Extract..... | 4,010 | 3-5 | 30 07 |
| Chatfield Manufacturing Co..... | 8,162 | 3-5 | 61 19 |
| Cudahy Refrigerator Line..... | 190,649 | 3-5 | 1,429 13 |
| Cudahy Milwaukee Refrigerator Line..... | 24,414 | 3-5 | 183 14 |
| Central Fruit Despatch..... | 79,295 | 3-5 | 594 73 |
| Crescent Tank Line..... | 604,969 | 3-5 | 4,537 27 |
| Cherokee Tanning Extract Co..... | 1,802 | 3-5 | 13 82 |
| Chicago Refrigerator Despatch..... | 44,630 | 3-5 | 334 78 |
| Chicago, New York and Boston Refrigerator Co..... | 43,638 | 3-5 | 326 52 |
| Car Association Refrigerator Line..... | 142 | 3-5 | 1 06 |
| Chilhowie Extract Company..... | 54,800 | 3-5 | 409 54 |
| Cold Blast Refrigerator Transit Co..... | 263 | 3-5 | 1 97 |
| Cold Blast Transit Co..... | 388,487 | 3-5 | 2,913 66 |
| Cold Blast Transit (L. L. S. T.)..... | 3,694 | 3-5 | 22 17 |
| Consolidated Pressed Beef Co..... | 2,379 | 3-5 | 14 37 |
| Calumet Hecla Min. Co..... | 426 | 3-5 | 2 55 |
| Case Threshing Machine Co..... | 312 | 3-5 | 1 87 |
| Cleveland Trinidad Paving Co..... | 46 | 3-5 | 28 |
| Chicago Stock Exchange..... | 1,888 | 3-5 | 11 32 |
| Cleveland Prov. Car Co..... | 6,112 | 3-5 | 36 66 |
| Chicago Crushed Stone Co..... | 8 | 3-5 | 05 |
| Doud Stock Car Company..... | 26,105 | 3-5 | 156 66 |
| Delaware River and Union..... | 1,006 | 3-5 | 7 54 |
| Charleston Refinery Co..... | 1,190 | 3-5 | 8 93 |
| Columbia Tank Line..... | 6 | 3-5 | 04 |
| Central Refining Company..... | 16 | 3-5 | 12 |
| Dairy Shippers Despatch..... | 7,563 | 3-5 | 56 69 |
| DuPont de Nemours P. Co., E. T..... | 1,557 | 3-5 | 11 68 |
| Detroit Refrigerator Extract..... | 790 | 3-5 | 5 84 |
| Doids Packing Co., Jacob..... | 1,352 | 3-5 | 10 14 |
| Eagle Cotton Oil Co..... | 5,070 | 3-5 | 38 02 |
| Emlenton Refining Co..... | 911 | 3-5 | 6 85 |
| Emory Manufacturing Co..... | 345 | 3-5 | 2 59 |
| Frisco Refrigerator Line..... | 34,840 | 3-5 | 261 31 |
| Germania Refining Co..... | 1,702 | 3-5 | 12 79 |
| German American Car Line..... | 53,741 | 3-5 | 403 07 |
| Gulf Refining Co..... | 1,784 | 3-5 | 13 38 |
| Gardner Extract Co..... | 45,351 | 3-5 | 340 13 |
| Garrett Wine Co..... | 7,067 | 3-5 | 52 99 |
| Hosier Packing Co..... | 4,336 | 3-5 | 32 52 |
| General Electric Company..... | 5,345 | 3-5 | 32 06 |
| Hamilton Otto Coke Co..... | 7,187 | 3-5 | 53 92 |
| Heald & Company, J. H..... | 78,789 | 3-5 | 590 92 |
| Houston Packing Company..... | 2,693 | 3-5 | 20 20 |
| Holston Extract Company..... | 6,144 | 3-5 | 46 08 |
| Heins, H. J..... | 532 | 3-5 | 6 24 |
| Indian Refining Company..... | 117,983 | 3-5 | 884 87 |
| Imperial Extract Company..... | 14,948 | 3-5 | 113 10 |
| Island Pet. Company..... | 9,520 | 3-5 | 71 39 |
| Interstate Stock Ex..... | 1,062 | 3-5 | 6 38 |
| Illinois Traction System..... | 380 | 3-5 | 2 16 |
| Jamison Coal and Coke Co..... | 21,468 | 3-5 | 126 79 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars—Continued.

| NAME OF COMPANY | Miles | Rate | Amount |
|--|-----------|------|-----------|
| Keystone Coal and Coke Co..... | 68,172 | 3-5 | \$ 409 04 |
| Kingham Refrigerator Line..... | 135,938 | 1/2 | 1,019 53 |
| Kentucky Refining Co..... | 1,478 | 1/2 | 11 10 |
| Lemac Carriers Co..... | 1,028 | 1/2 | 7 71 |
| Libby, McNeil & Libby..... | 50,983 | 1/2 | 382 39 |
| Live Poultry Transit Co..... | 20,606 | 1/2 | 154 56 |
| Louisville Cotton Oil Co..... | 593 | 1/2 | 4 45 |
| Lake Carriers Oil Co..... | 103 | 1/2 | 77 |
| Lipe, F. W..... | 20,127 | 3-5 | 120 75 |
| Mather Horse and Stock Car Co..... | 42,338 | 3-5 | 253 99 |
| Mather Horse and Stock Car Co., N. R. E..... | 10,249 | 1/2 | 76 85 |
| McClintoc Marshall Con. Co..... | 723 | 3-5 | 4 34 |
| Martin Co., D. B..... | 1,150 | 3-5 | 6 90 |
| Menasha Woodenware Co..... | 7,082 | 3-5 | 42 50 |
| Menasha Woodenware Co..... | 1,697 | 1/2 | 12 73 |
| Marion Extract Co..... | 56,559 | 1/2 | 424 18 |
| Moseley Bros..... | 2,482 | 1/2 | 18 61 |
| Missouri River Despatch..... | 25,703 | 1/2 | 192 77 |
| Miller Oil Works..... | 780 | 1/2 | 5 85 |
| Morris & Company..... | 278,391 | 1/2 | 2,087 98 |
| Mathieson Alkali Works..... | 35,149 | 1/2 | 263 62 |
| Michigan Chemical Company..... | 43,365 | 1/2 | 325 24 |
| Merchants Despatch Transit..... | 557,662 | 1/2 | 4,182 45 |
| Mutual Refining Co..... | 762 | 1/2 | 5 72 |
| McClintoc Co..... | 32,543 | 1/2 | 244 07 |
| Morton Gregson Car Lines..... | 284 | 1/2 | 2 13 |
| Milwaukee Refrigerator Transit Car Co..... | 50,028 | 1/2 | 375 18 |
| National Carbon Company..... | 2,514 | 1/2 | 18 84 |
| New Louisville Packing Company..... | 2,736 | 1/2 | 20 53 |
| National Ammonia Co. of Pa..... | 478 | 1/2 | 3 58 |
| National Car Lines..... | 53,711 | 1/2 | 402 82 |
| National Despatch Lines..... | 1,880 | 3-5 | 11 29 |
| New River Pocahontas Con. Coal Company..... | 3,014 | 3-5 | 18 09 |
| National Cash Register Company..... | 48 | 3-5 | 29 |
| New York and New England C. & L. Co..... | 193 | 3-5 | 1 16 |
| Ohio Valley Tank Line..... | 1,190 | 1/2 | 8 92 |
| Portner Brewing Co., Robt..... | 35,466 | 1/2 | 265 99 |
| Pennsylvania Tank Line..... | 4,935 | 1/2 | 37 03 |
| Paper Makers Chemical Company..... | 96 | 1/2 | 72 |
| Peerless Transit Line..... | 50,902 | 1/2 | 381 78 |
| Pacific Fruit Ex..... | 109,003 | 1/2 | 817 55 |
| Pitts. Oil Refining Company..... | 1,904 | 1/2 | 14 28 |
| Paragon Refining Company..... | 6,804 | 1/2 | 51 03 |
| Procter & Gamble Company..... | 784 | 1/2 | 5 88 |
| Pittsburgh Buffalo Company..... | 13,893 | 3-5 | 83 35 |
| Pittsburgh Coal Company..... | 19,919 | 3-5 | 119 50 |
| Penn. Gas Coal Company..... | 2,317 | 3-5 | 13 91 |
| Rouse, J. L..... | 1,413 | 3-5 | 8 48 |
| Ritter Lumber Company, W. M..... | 434 | 3-5 | 2 60 |
| Refrigerator Transit Company..... | 4,941 | 1/2 | 37 05 |
| Roby Tank Line..... | 4,681 | 1/2 | 35 06 |
| Schenck Sons, F..... | 1,798 | 1/2 | 13 47 |
| Solar Trans. Company..... | 8,948 | 1/2 | 67 13 |
| Smethport Ex. Company..... | 838 | 1/2 | 6 29 |
| St. Louis Refrigerator Car Company..... | 57,125 | 1/2 | 428 44 |
| Santa Fe Refrigerator Despatch..... | 95,949 | 1/2 | 719 61 |
| Solvay Process Co..... | 13,037 | 1/2 | 97 76 |
| St. Louis Ind. Packing Co..... | 426 | 1/2 | 3 18 |
| Southern Ext. Company..... | 4,821 | 1/2 | 36 15 |
| Semet Solvay Company..... | 136 | 1/2 | 1 02 |
| Swan & Co., A. S..... | 6,807 | 1/2 | 51 07 |
| Superior Oil Works..... | 478 | 1/2 | 3 58 |
| Shippers Refrigerator Car Company..... | 4,457 | 1/2 | 33 43 |
| Swift & Company..... | 1,558,743 | 1/2 | 11,690 56 |
| Swift & Company..... | 122,834 | 3-5 | 737 01 |
| Steger Sons Piano Company..... | 1,293 | 3-5 | 7 76 |
| Streets Western Stable Car Line..... | 91,486 | 3-5 | 548 91 |
| Southern Iron and Equipment Co..... | 1,925 | 3-5 | 11 54 |
| South Fork Coal Mining Company..... | 536 | 3-5 | 3 22 |
| Swift Live Stock Exchange..... | 2,044 | 3-5 | 12 26 |
| Toledo Seed and Oil Company..... | 1,342 | 3-5 | 8 06 |
| Toledo Seed and Oil Company..... | 1,352 | 1/2 | 10 14 |
| Texas Company..... | 104,653 | 1/2 | 784 92 |
| Tanners and Dyers Extract Co..... | 24,960 | 1/2 | 187 23 |
| Union Tank Line..... | 506,938 | 1/2 | 3,802 02 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars—Continued.

| NAME OF COMPANY | Miles | Rate | Amount |
|--|-----------|----------------|--------------|
| Titusville Oil Works..... | 11,319 | $\frac{3}{4}$ | \$ 84 90 |
| Union Refrigerator Transit Company..... | 409,799 | $\frac{3}{4}$ | 3,073 50 |
| United Gas and Improvement Company..... | 448 | $\frac{3}{4}$ | 3 36 |
| United Refining Company..... | 722 | $\frac{3}{4}$ | 5 40 |
| United Coal Company..... | 16,382 | 3-5 | 98 28 |
| Venice Trans. Company..... | 200 | 3-5 | 1 20 |
| Virginia Tank Car Corporation..... | 11,952 | $\frac{3}{4}$ | 89 65 |
| Virginia-Carolina Chemical Co..... | 2,380 | $\frac{3}{4}$ | 17 85 |
| Valvaline Oil Works..... | 382 | $\frac{3}{4}$ | 2 86 |
| Watauga Ex. Company..... | 11,914 | $\frac{3}{4}$ | 89 36 |
| Western Heater Despatch..... | 37,774 | $\frac{3}{4}$ | 283 32 |
| Winkler Bros., Isaac..... | 60,438 | $\frac{3}{4}$ | 453 26 |
| Western Tanking, Packing, and Provision Company..... | 173 | $\frac{3}{4}$ | 1 29 |
| Waverly Oil Company..... | 142 | $\frac{3}{4}$ | 1 07 |
| White City Refrigerator Despatch..... | 16,288 | $\frac{3}{4}$ | 122 17 |
| Waters Pierce Oil Company..... | 566 | $\frac{3}{4}$ | 4 24 |
| Wood Product Company..... | 1,628 | $\frac{3}{4}$ | 12 21 |
| Wood Product Company..... | 1,338 | 3-5 | 8 03 |
| Western Live Stock Express..... | 3,222 | 3-5 | 19 33 |
| Wick Co., H. K..... | 229 | 3-5 | 1 37 |
| Westmoreland Coal Company..... | 360 | 3-5 | 2 16 |
| Westinghouse Electric and Manufacturing Company..... | 1,444 | 3-5 | 8 66 |
| Zehner Brothers..... | 429 | $\frac{3}{4}$ | 3 22 |
| Wells Fargo Company..... | 408 | $1\frac{1}{2}$ | 6 12 |
| Total..... | 9,038,597 | | \$ 66,850 72 |
| Total miles at 3-5 cents..... | 627,846 | | \$ 3,787 00 |
| Total miles at 3-4 cents..... | 8,410 343 | | 63,077 64 |
| Total miles at $1\frac{1}{2}$ cents..... | 408 | | 6 12 |
| Grand total..... | 9,038,597 | | \$ 66,850 76 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|-----------------|
| Equipment interchanged..... | \$ 3,170,063 96 | \$ 1,929,487 49 |
| Private cars..... | | 66,850 76 |
| Barge service..... | 280 00 | |
| Total..... | \$ 3,170,343 96 | \$ 1,996,338 25 |
| Balance, as shown in income statement..... | 1,174,005 71 | |

RAILWAY TAX ACCRUALS

| STATE OR TERRITORY | AD VALOREM TAX | | SPECIFIC TAX | | | On Property Owned, not Used in Operation and Miscellaneous | Internal Revenue U. S. Government | TOTAL |
|-----------------------|--|--|-------------------------------|--|---|--|-----------------------------------|-----------------|
| | On the Value of Real and Personal Property | On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or Other Results of Operation | On Stocks, Bonds, Loans, etc. | On Gross or Net Earnings, Revenue or Dividends | On Traffic or some Physical Quality of Property Operated, or on Privilege | | | |
| Virginia..... | \$ 580,400 71 | ----- | \$ 75 00 | \$ 224,388 76 | ----- | ----- | ----- | \$ 784,844 47 |
| West Virginia..... | 280,951 94 | ----- | 1,440 00 | ----- | ----- | ----- | ----- | 282,391 94 |
| Maryland..... | 1,381 07 | ----- | ----- | 6,205 77 | ----- | ----- | ----- | 7,586 84 |
| North Carolina..... | 20,619 41 | ----- | ----- | ----- | \$ 449 15 | ----- | ----- | 21,068 56 |
| Kentucky..... | 450 48 | ----- | ----- | ----- | ----- | ----- | ----- | 450 48 |
| Ohio..... | 217,758 71 | ----- | 910 90 | 44,763 28 | ----- | ----- | ----- | 263,432 89 |
| U. S. Government..... | ----- | ----- | ----- | ----- | ----- | ----- | \$ 92,244 82 | 92,244 82 |
| Total..... | \$1,081,542 32 | ----- | \$ 2,425 90 | \$ 275,337 81 | \$ 449 15 | ----- | \$ 92,244 82 | \$ 1,452,000 00 |

IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE.

All extensions of road put in operation—

16.42 miles of branch lines placed in operation, viz.:

| | |
|--|-------------|
| November 10, 1912, Ballard Harman Spur of North Fork of Tug Fork Branch..... | 1.04 miles |
| April 15, 1913, Dry Fork Branch and Connections extended..... | 15.07 miles |
| June 15, 1913, C. & O. Ry. Connection at Basic, Va., extended..... | .31 miles |

27.59 miles second track placed in operation, viz.:

| | |
|-------------------------|------------|
| July 26, 1912..... | .82 miles |
| September 21, 1912..... | 1.39 miles |
| October 4, 1912..... | 3.40 miles |
| January 16, 1913..... | 7.00 miles |
| February 17, 1913..... | 1.29 miles |
| March 20, 1913..... | 4.00 miles |
| May 30, 1913..... | 6.00 miles |
| June 9, 1913..... | .69 miles |
| June 25, 1913..... | 3.00 miles |

50.75 miles siding placed in operation at various times during the year.

All new stocks issued—\$14,480,300 common stock issued during the year, in exchange for \$2,185,000 of convertible 10-25 year 4 per cent. gold bonds of 1907 and \$12,295,300 of convertible 10-20 year gold bonds of 1912, which were surrendered for conversion.

All new funded debt issued—Of the \$5,916,000 convertible 10-25 year 4 per cent. gold bonds outstanding June 30, 1912, \$2,185,000 were surrendered during the year and converted into common stock. Of the \$13,300,000 convertible 10-20 year 4 per cent. gold bonds issued during the year ending June 30 1913, \$12,295,300 were surrendered and converted into common stock.

| | |
|--|--------------------------|
| \$200,000 equipment trust certificates, series "A" | } were paid and retired. |
| 200,000 equipment trust certificates, series "B" | |
| 200,000 equipment trust certificates, series "C" | |
| 100,000 equipment trust certificates, series "D" | |
| 100,000 equipment trust certificates, series "E" | |
| 100,000 equipment trust certificates, series "F" | |
| 100,000 equipment trust certificates, series "G" | |
| 100,000 equipment trust certificates, series "H" | |
| 100,000 equipment trust certificates, series "J" | |
| 100,000 equipment trust certificates, series "K" | |
| 100,000 equipment trust certificates, series "L" | |
| 100,000 equipment trust certificates, series "M" | |
| 100,000 equipment trust certificates, series "N" | |
| 100,000 equipment trust certificates, series "O" | |

All changes in the respondent's holdings of stocks and funded debt—Adjustments in the book value of securities owned, and reasons therefor.

| | | |
|-------------------------------|---|---------------------------|
| B 6-C Increase \$184,850.43 | represents purchase of capital stock of New River, Holston and Western Railroad..... | \$ 20,640 00 |
| | Securities of New River H. & W. R. R..... | 164,445 75 |
| | | \$ 185,085 75 |
| | Less capital stock of Virginia-Carolina Railway Co. sold.. | 235 32 |
| B 8-A Increase 900.00 | represents N. & W. Ry. common stock "Held in treasury". | |
| B 8-B Increase 234,000.00 | represents N. & W. Ry. Co. convertible 10-20 year 4 per cent. gold bonds remaining in treasury after making delivery of bonds subscribed..... | 269,000 00 |
| | Represents N. & W. Ry. equipment trust certificates, viz.: | |
| | On hand June 30, 1912..... | \$ 135,000 00 |
| | On hand June 30, 1913..... | 100,000 00 Ded. 35,000 00 |
| | Leaving total in treasury..... | \$ 234,000 00 |
| B 9-B Increase \$5,600,945.53 | represents additional purchases of "Short-term" securities. | |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|-------------------|---|------------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 151,440,746 22 | Road..... | \$151,440,746 22 | |
| 24,383,021 25 | Equipment..... | 24,383,021 25 | |
| | Investment since June 30, 1907: | | |
| 28,580,142 20 | Road..... | 34,996,247 67 | \$ 6,416,105 47 |
| 18,639,063 78 | Equipment..... | 23,080,135 18 | 4,441,071 40 |
| 22,752 67 | General expenditures..... | 22,767 67 | 15 00 |
| \$ 223,065,726 12 | | \$223,922,917 99 | \$ 10,857,191 87 |
| 5,986,392 45 | Reserve for accrued depreciation—Cr..... | 7,473,310 28 | 1,486,917 83 |
| \$ 217,079,333 67 | Total..... | \$226,449,607 71 | \$ 9,370,274 04 |
| | <i>II. Securities:</i> | | |
| | Securities of proprietary, affiliated and controlled companies—Pledged: | | |
| \$ 80,466 52 | Stocks..... | \$ 80,466 52 | |
| | Securities of proprietary, affiliated and controlled companies—Unpledged: | | |
| 47,853 61 | Stocks..... | 47,853 61 | |
| 9,000 00 | Funded debt..... | 9,000 00 | |
| \$ 137,320 13 | Total..... | \$ 137,320 13 | |
| | <i>III. Other Investments:</i> | | |
| \$ 220,383 43 | Advances to proprietary, affiliated and controlled companies for construction, equipment and betterments..... | \$ 228,496 22 | \$ 8,112 79 |
| | Miscellaneous investments: | | |
| 505,028 44 | Physical property..... | 559,577 42 | 54,548 98 |
| 1,214,738 09 | Securities—Unpledged..... | 1,399,588 52 | 184,850 43 |
| \$ 1,940,149 96 | Total..... | \$ 2,187,662 16 | \$ 247,512 20 |
| | WORKING ASSETS | | |
| \$ 7,372,199 14 | Cash..... | \$ 8,576,466 63 | \$ 1,204,267 49 |
| | Securities issued or assumed—Held in treasury: | | |
| 8,300 00 | Stocks..... | 9,200 00 | 900 00 |
| 150,000 00 | Funded debt..... | 384,000 00 | 234,000 00 |
| | Marketable securities: | | |
| \$ 4,008 00 | Stocks..... | \$ 4,008 00 | |
| 3,224,936 82 | Funded debt..... | 8,825,882 35 | \$ 5,600,945 53 |
| 3,502,573 56 | Loans and bills receivable..... | 500,000 00 | *3,002,573 56 |
| 1,371,893 66 | Traffic and car-service balances due from other companies..... | 1,744,490 55 | 372,596 89 |
| 670,890 15 | Net balance due from agents and conductors..... | 1,218,198 62 | 547,308 47 |
| 913,778 23 | Miscellaneous accounts receivable..... | 918,888 91 | 5,110 68 |
| 4,116,797 76 | Materials and supplies..... | 6,017,639 80 | 1,900,842 04 |
| 413 02 | Other working assets..... | 462 37 | 49 35 |
| \$ 21,335,790 34 | Total..... | \$ 28,199,237 23 | \$ 6,863,446 89 |
| | DEFERRED DEBIT ITEMS | | |
| | Advances: | | |
| \$ 2,192,303 05 | Temporary advances to proprietary, affiliated and controlled companies..... | \$ 4,839,906 74 | \$ 2,647,603 69 |
| 15,294 43 | Working funds..... | 15,126 93 | *167 50 |
| 43,032 33 | Rents and insurance paid in advance..... | 49,183 00 | 6,150 67 |
| 87,998 09 | Cash and securities in sinking and redemption funds..... | 117,849 42 | 29,851 33 |
| 570,765 81 | Other deferred debit items..... | 5,530,427 51 | 4,959,661 70 |
| \$ 2,908,363 71 | Total..... | \$ 10,552,493 60 | \$ 7,643,129 89 |
| \$ 243,401,957 81 | Grand total..... | \$267,526,320 83 | \$ 24,124,363 02 |

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

| JUNE 30, 1912 | | JUNE 30, 1913 | |
|-------------------|--|------------------|-------------------------|
| Amount | LIABILITIES | Amount | Increase or Decrease |
| | Stock | | |
| \$ 85,653,000 00 | Common stock..... | \$100,133,300 00 | \$ 14,480,300 00 |
| 23,000,000 00 | Preferred stock..... | 23,000,000 00 | ----- |
| \$ 108,653,000 00 | Total..... | \$123,133,300 00 | \$ 14,480,300 00 |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 83,283,500 00 | Mortgage bonds..... | \$ 83,283,500 00 | ----- |
| 5,916,000 00 | Plain bonds, debentures and notes..... | 4,735,700 00 | \$ *1,180,300 00 |
| 5,900,000 00 | Equipment trust obligations..... | 4,200,000 00 | *1,700,000 00 |
| 13,029,600 00 | Receipts outstanding for funded debt..... | 19,820,120 01 | 6,790,520 01 |
| \$ 108,129,100 00 | Total..... | \$112,039,320 01 | \$ 3,910,220 01 |
| | WORKING LIABILITIES | | |
| \$ 40,421 18 | Traffic and car-service balances due to other companies..... | \$ 96,759 97 | \$ 56,338 79 |
| 3,167,125 25 | Audited vouchers and wages unpaid..... | 3,787,337 23 | 620,211 98 |
| 169,400 13 | Miscellaneous accounts payable..... | 253,707 44 | 84,307 31 |
| 542,968 50 | Matured interest, dividends and rents unpaid..... | 531,852 50 | *11,116 00 |
| 6,000 00 | Matured mortgage, bonded and secured, debt unpaid..... | 6,000 00 | ----- |
| 16,111 64 | Other working liabilities..... | 20,541 27 | 4,429 63 |
| \$ 3,942,026 70 | Total..... | \$ 4,696,198 41 | \$ 754,171 71 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 1,129,258 67 | Unmatured interest, dividends and rents payable..... | \$ 1,092,852 00 | \$ *36,406 67 |
| 671,891 76 | Taxes accrued..... | 676,520 82 | 4,639 06 |
| \$ 1,801,150 43 | Total..... | \$ 1,769,372 82 | \$ *31,777 61 |
| | DEFERRED CREDIT ITEMS | | |
| ----- | Unextinguished premiums on outstanding funded debt..... | \$ 428,482 50 | \$ 428,482 50 |
| \$ 110,535 46 | Operating reserves..... | 195,059 18 | 84,523 72 |
| 347,312 25 | Other deferred credit items..... | 450,392 58 | 103,080 33 |
| \$ 457,847 71 | Total..... | \$ 1,073,934 26 | \$ 616,086 55 |
| | APPROPRIATED SURPLUS | | |
| \$ 11,838,000 98 | Additions to property since June 30, 1907, through income..... | \$ 13,391,088 98 | \$ 1,553,088 00 |
| | PROFIT AND LOSS | | |
| \$ 8,580,831 99 | Balance..... | \$ 11,423,106 35 | \$ 2,842,274 36 |
| \$ 243,401,957 81 | Grand total..... | \$267,526,320 83 | \$ 24,124,363 02 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 99,333 | 233,387 | 332,720 | 1.02 |
| Flour..... | 55,582 | 103,993 | 159,575 | .49 |
| Other mill products..... | 45,182 | 73,789 | 118,971 | .36 |
| Hay..... | 35,045 | 133,061 | 168,106 | .51 |
| Tobacco..... | 67,535 | 85,114 | 152,649 | .47 |
| Cotton..... | 970 | 37,225 | 38,195 | .12 |
| Fruit and vegetables..... | 105,772 | 112,272 | 218,044 | .67 |
| Other products of agriculture..... | 54,716 | 46,358 | 101,074 | .30 |
| Total..... | 464,135 | 825,199 | 1,289,334 | 3.94 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 65,306 | 18,925 | 84,231 | .26 |
| Dressed meats..... | 2,573 | 18,109 | 20,682 | .06 |
| Other packing-house products..... | 11,395 | 38,710 | 50,105 | .15 |
| Poultry, game and fish..... | 5,032 | 8,201 | 13,233 | .04 |
| Wool..... | 745 | 10,425 | 11,170 | .04 |
| Hides and leather..... | 11,604 | 24,660 | 36,264 | .11 |
| Other products of animals..... | 4,318 | 6,838 | 11,156 | .03 |
| Total..... | 100,973 | 125,868 | 226,841 | .69 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | 31 | 19,545 | 19,576 | .06 |
| Bituminous coal..... | 20,124,194 | 1,036,338 | 21,160,532 | 64.71 |
| Coke..... | 1,561,073 | 37,782 | 1,598,855 | 4.89 |
| Ores..... | 419,017 | 514,556 | 933,573 | 2.86 |
| Stone, sand and other like articles..... | 798,726 | 253,099 | 1,051,825 | 3.21 |
| Other products of mines..... | 18,030 | 85,863 | 103,893 | .32 |
| Total..... | 22,921,071 | 1,947,183 | 24,868,254 | 76.05 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 831,501 | 1,194,382 | 2,025,883 | 6.19 |
| Other products of forests..... | 243,316 | 53,658 | 296,974 | .91 |
| Total..... | 1,074,817 | 1,248,040 | 2,322,857 | 7.10 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 17,298 | 45,352 | 62,650 | .19 |
| Sugar..... | 4,869 | 79,441 | 84,310 | .26 |
| Naval stores..... | 1,388 | 2,173 | 3,561 | .01 |
| Iron, pig and bloom..... | 662,050 | 169,659 | 831,709 | 2.54 |
| Iron and steel rails..... | 15,705 | 27,468 | 43,173 | .13 |
| Other castings and machinery..... | 94,086 | 133,578 | 227,664 | .70 |
| Bar and sheet metal..... | 86,825 | 89,865 | 176,690 | .54 |
| Cement, brick and lime..... | 367,833 | 214,682 | 582,515 | 1.78 |
| Agricultural implements..... | 5,550 | 21,366 | 26,916 | .08 |
| Wagons, carriages, tools, etc..... | 8,881 | 21,542 | 30,423 | .09 |
| Wines, liquors and beers..... | 23,043 | 31,847 | 54,890 | .17 |
| Household goods and furniture..... | 36,809 | 56,374 | 93,183 | .29 |
| Other manufactures..... | 572,011 | 813,387 | 1,385,378 | 4.24 |
| Total..... | 1,896,348 | 1,706,714 | 3,603,062 | 11.02 |
| Merchandise..... | 98,570 | 95,205 | 193,775 | .59 |
| Miscellaneous: Other commodities not mentioned above..... | 97,678 | 99,942 | 197,620 | .61 |
| Total tonnage..... | 26,653,592 | 6,048,151 | 32,701,743 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 51,824 | 208,371 | 260,195 | 1.84 |
| Flour..... | 46,159 | 95,995 | 142,154 | .84 |
| Other mill products..... | 35,708 | 66,939 | 102,647 | .61 |
| Hay..... | 29,265 | 109,728 | 138,993 | .83 |
| Tobacco..... | 61,096 | 82,171 | 143,267 | .85 |
| Cotton..... | 642 | 33,380 | 34,022 | .20 |
| Fruit and vegetables..... | 92,944 | 98,811 | 191,755 | 1.14 |
| Other products of agriculture..... | 51,495 | 44,183 | 95,678 | .57 |
| Total..... | 369,133 | 739,578 | 1,108,711 | 6.58 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 46,152 | 16,237 | 62,389 | .37 |
| Dressed meats..... | 1,587 | 14,774 | 16,361 | .10 |
| Other packing-house products..... | 7,731 | 34,637 | 42,368 | .25 |
| Poultry, game and fish..... | 2,202 | 7,664 | 9,866 | .06 |
| Wool..... | 380 | 10,415 | 10,795 | .06 |
| Hides and leather..... | 10,040 | 21,711 | 31,751 | .19 |
| Other products of animals..... | 3,846 | 6,424 | 10,270 | .06 |
| Total..... | 71,938 | 111,882 | 183,820 | 1.09 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | 31 | 14,803 | 14,834 | .09 |
| Bituminous coal..... | 8,765,474 | 380,804 | 9,146,278 | 54.26 |
| Coke..... | 541,985 | 35,978 | 577,963 | 3.43 |
| Ores..... | 407,731 | 87,089 | 494,820 | 2.94 |
| Stone, sand and other like articles..... | 420,517 | 104,466 | 524,983 | 3.11 |
| Other products of mines..... | 13,897 | 77,397 | 91,294 | .55 |
| Total..... | 10,149,635 | 700,537 | 10,850,172 | 64.38 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 602,991 | 1,069,146 | 1,672,137 | 9.92 |
| Other products of forests..... | 231,050 | 43,455 | 274,505 | 1.63 |
| Total..... | 834,041 | 1,112,601 | 1,946,642 | 11.55 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 13,036 | 36,175 | 49,211 | .29 |
| Sugar..... | 4,189 | 77,398 | 81,587 | .48 |
| Naval stores..... | 1,294 | 2,089 | 3,383 | .03 |
| Iron, pig and bloom..... | 318,104 | 87,219 | 405,323 | 2.40 |
| Iron and steel rails..... | 9,826 | 15,090 | 24,916 | .15 |
| Other castings and machinery..... | 40,329 | 103,542 | 143,871 | .85 |
| Bar and sheet metal..... | 22,644 | 74,293 | 96,937 | .58 |
| Cement, brick and lime..... | 217,045 | 127,448 | 344,493 | 2.04 |
| Agricultural implements..... | 2,737 | 19,403 | 22,140 | .13 |
| Wagons, carriages, tools, etc..... | 6,621 | 18,480 | 25,101 | .15 |
| Wines, liquors and beers..... | 11,749 | 26,990 | 38,739 | .23 |
| Household goods and furniture..... | 24,034 | 49,620 | 73,654 | .44 |
| Other manufactures..... | 448,333 | 724,746 | 1,173,079 | 6.96 |
| Total..... | 1,119,941 | 1,362,493 | 2,482,434 | 14.73 |
| Merchandise..... | 74,778 | 82,010 | 156,788 | .93 |
| Miscellaneous: Other commodities not mentioned above..... | 55,555 | 70,466 | 126,021 | .74 |
| Total tonnage—State..... | 12,675,021 | 4,179,567 | 16,854,588 | 100.00 |

Intrastate business is not classified by commodities.

MILEAGE—ENTIRE LINE.
Mileage of Road Operated (All Tracks).

| LINE IN USE | LINE OWNED | | Line of Proprietary Companies | Line Operated Under Trackage Rights | Total Mileage Operated | New Line Constructed During Year | RAILS | |
|---|------------|--------------------|-------------------------------|-------------------------------------|------------------------|----------------------------------|-------|----------|
| | Main Line | Branches and Spurs | | | | | Iron | Steel |
| ENTIRE LINE: | | | | | | | | |
| Miles of single track.. | 1,538.33 | 477.82 | 4.65 | 13.98 | 2,034.78 | 16.42 | ----- | 2,020.80 |
| Miles of second track.. | 444.90 | ----- | ----- | ----- | 444.90 | 27.59 | ----- | 44.90 |
| Miles of third track.. | 3.20 | ----- | ----- | ----- | 3.20 | ----- | ----- | 3.20 |
| Miles of yard track and sidings..... | 1,150.88 | ----- | ----- | ----- | 1,150.88 | 50.75 | ----- | 1,150.88 |
| Total mileage operated (all tracks).... | 3,137.31 | 477.82 | 4.65 | 13.98 | 3,633.76 | 94.76 | ----- | 3,619.78 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | |
|---|----------|--------|-------|-------|----------|-------|-------|----------|
| Virginia..... | 953.89 | 210.34 | ----- | ----- | 1,164.23 | 12.82 | ----- | 1,164.23 |
| West Virginia..... | 240.76 | 242.25 | ----- | ----- | 483.01 | 3.60 | ----- | 483.01 |
| Maryland..... | 15.58 | ----- | ----- | .63 | 16.21 | ----- | ----- | 15.58 |
| North Carolina..... | 87.65 | 2.48 | ----- | .43 | 90.56 | ----- | ----- | 90.13 |
| Kentucky..... | .29 | 3.46 | ----- | ----- | 3.75 | ----- | ----- | 3.75 |
| Ohio..... | 240.16 | 19.29 | 4.65 | 12.92 | 277.02 | ----- | ----- | 264.10 |
| Total mileage operated (single track).... | 1,538.33 | 477.82 | 4.65 | 13.98 | 2,034.78 | 16.42 | ----- | 2,020.80 |

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Constructed During Year | RAILS | |
|---------------------------------------|------------|--------------------|---------------------|----------------------------------|-------|----------|
| | Main Line | Branches and Spurs | | | Iron | Steel |
| Virginia..... | 953.89 | 210.34 | 1,164.23 | 12.82 | ----- | 1,164.23 |
| West Virginia..... | 240.76 | 242.25 | 483.01 | 3.60 | ----- | 483.01 |
| Maryland..... | 15.58 | ----- | 15.58 | ----- | ----- | 15.58 |
| North Carolina..... | 87.65 | 2.48 | 90.13 | ----- | ----- | 90.13 |
| Kentucky..... | .29 | 3.46 | 3.75 | ----- | ----- | 3.75 |
| Ohio..... | 240.16 | 19.29 | 259.45 | ----- | ----- | 259.45 |
| Total mileage operated (single track) | 1,538.33 | 477.82 | 2,016.15 | 16.42 | ----- | 2,016.15 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.
Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | |
|--|-------------------|---------|--|---------|----------|---------|---------------------|---------|-----------------|---------|
| | TRAINMEN | | Switch Tenders, Crossing Tenders, and Watchmen | | TRACKMEN | | TELEGRAPH EMPLOYEES | | OTHER EMPLOYEES | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Coupling or uncoupling | | 18 | | | | | | | | 19 |
| Collisions | | 13 | | | | | | | 1 | 13 |
| Derailments | | 10 | | | | | | | | 10 |
| Falling from trains, locomotives, or cars | 2 | 51 | | | | | | | 2 | 52 |
| Jumping on or off trains, locomotives, or cars | 2 | 42 | | | | | | | 1 | 43 |
| Struck by trains, locomotives, or cars | | | | 1 | | | | | 5 | 48 |
| Struck by trains, locomotives, or cars | 1 | 9 | | 2 | | | 1 | 2 | 6 | 19 |
| Overhead obstructions | 1 | 4 | | | | | | | | 4 |
| Other causes | 1 | 131 | | | | | | | 3 | 134 |
| Total | 7 | 278 | 1 | 3 | 1 | | 1 | 2 | 5 | 299 |

Average number employed during year: Trainmen, 2,995; switch tenders, crossing tenders and watchmen, 163; stationmen, 1,202; shopmen, 4,724; trackmen, 2,565; telegraph employees, 568; other employees, 1,861; total, 13,548.

| KIND OF ACCIDENT | PASSENGERS | | Postal Clerks, Express Messen- gers, Pullman Employees, etc. | | OTHER PERSONS | | | | | | | | TOTAL | |
|--|------------|---------|---|---------|---------------|---------|--------------------|---------|--------|---------|--------|---------|---------|-------|
| | Killed | Injured | Killed | Injured | TRESPASSING | | NOT TRESPASSING | | TOTAL | | Killed | Injured | SUMMARY | TOTAL |
| | | | | | Killed | Injured | Killed | Injured | Killed | Injured | | | | |
| | | | | | | | | | | | | | | |
| Collisions..... | | 4 | | | 1 | | | | 1 | | | | 15 | 299 |
| Derailments..... | | | | | | | 2 | | 2 | | | | 3 | 11 |
| Falling from trains, locomotives, or cars..... | 1 | | | | 3 | 7 | | | 3 | 7 | | | 56 | 59 |
| Jumping on or off trains, locomotives, or cars..... | 2 | 6 | | | 10 | 23 | 1 | 2 | 11 | 25 | | | | |
| Struck by trains, locomotives, or cars..... | | | | | | | | 8 | 4 | | | | | |
| At highway crossings..... | | | | | | | 1 | | 8 | 4 | | | 74 | 1,632 |
| At stations..... | | | | | | 3 | | | 1 | 3 | | | | |
| At other points along track..... | | | | | | 12 | 2 | | 30 | 12 | | | | |
| Other causes..... | | 1 | | | | 4 | | 4 | | 8 | | | | |
| Total..... | 3 | 11 | | | 43 | 49 | 13 | 10 | 56 | 59 | | | 74 | 1,632 |
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TABLE A:
Railway employees.
Passengers.
Other persons.

TABLE B:
Railway employees.
Grand total.

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | |
|-------------------------------------|-------------------|---------|---------|---------|----------|---------|-----------------|---------|
| | STATIONMEN | | SHOPMEN | | TRACKMEN | | OTHER EMPLOYEES | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Handling traffic..... | | 7 | | 4 | | | | 11 |
| Handling tools, machinery, etc..... | | 1 | | 626 | | 117 | | 752 |
| Handling supplies, etc..... | | 11 | | 39 | | 60 | | 122 |
| Other causes..... | | 23 | | 160 | | 134 | | 378 |
| Total..... | | 42 | | 829 | | 311 | | 1,263 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|----------------------|----------|-------|------------------|--|----------------------------------|-------------------------------|------------------|------------------------|---|-------------------|-------------------------|--|
| From | To | Miles | | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | | | | | | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| Lamberts Point, Va. | West Va., State line | 340.34 | 580 | 116.77 | 223.57 | 69.49 | 186 | 4,337.0 | 134.98 | 130 | 2,972.0 | 135.87 | |
| Lamberts Point, Va. | West Va., branches | 110.64 | 321 | 43.70 | 66.94 | 10.06 | 178 | 2,931.9 | 59.14 | 89 | 1,224.1 | 41.44 | |
| Lynchburg, Va. | N. C. State line | 73.74 | 127 | 49.97 | 23.77 | 9.04 | 48 | 1,740.0 | 26.35 | 56 | 2,032.0 | 37.45 | |
| Lynchburg, Va. | N. C. branches | 1.00 | 4 | 0.39 | 0.61 | 0.34 | 1 | 1 | 0.23 | 1 | 1 | 0.35 | |
| Roanoke, Va. | West Va. State line | 204.07 | 493 | 70.39 | 133.18 | 29.35 | 106 | 4,062.0 | 90.23 | 104 | 3,711.0 | 84.77 | |
| Roanoke, Va. | West Va. branches | 4.21 | 21 | 2.67 | 1.54 | 0.33 | 9 | 212.6 | 0.47 | 4 | 87.4 | 0.44 | |
| Roanoke, Va. | N. C. State line | 75.65 | 255 | 32.40 | 43.25 | 10.59 | 44 | 2,132.0 | 30.57 | 44 | 2,104.0 | 34.49 | |
| Roanoke, Va. | N. C. branches | 20.20 | 372 | 48.47 | 51.09 | 12.83 | 19 | 1,625.0 | 29.33 | 19 | 1,400.0 | 58.24 | |
| Graham, Va. | Norton, branches | 23.55 | 206 | 13.44 | 10.11 | 2.03 | 23 | 717.4 | 18.60 | 35 | 1,177.7 | 2.90 | |
| Graham, Va. | Flat Top Yard, Va. | 5.45 | 25 | 2.78 | 2.67 | 0.31 | 2 | 163.0 | 4.66 | 2 | 131.0 | 5.14 | |
| Graham, Va. | branches | 4.85 | 23 | 2.91 | 1.94 | 10 | 26 | 163.0 | 4.66 | 1 | ..... | 09 | |
| Radford Jct., Va. | Bristol, Va. | 110.75 | 256 | 51.64 | 59.11 | 7.77 | 52 | 2,811.0 | 50.44 | 54 | 2,116.0 | 52.54 | |
| Radford Jct., Va. | Bristol, branches | 14.85 | 51 | 7.87 | 6.98 | 4.69 | 3 | 20.0 | 4.82 | 4 | 26.0 | 5.34 | |
| N. C. Jct., Va. | Fries, Va. | 43.49 | 188 | 22.75 | 20.74 | 12.79 | 22 | 933.0 | 25.49 | 22 | 300.0 | 5.21 | |
| N. C. Jct., Va. | Fries, branches | 50.34 | 234 | 26.64 | 23.70 | 6.40 | 35 | 1,803.3 | 33.04 | 19 | 145.5 | 10.90 | |
| Total | | 1,164.23 | 3,115 | 493.70 | 670.53 | 176.75 | 733 | 23,325.5 | 512.22 | 581 | 16,342.1 | 475.26 | |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|------------------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| BRIDGES: | | | | | | |
| Stone..... | 171 | 2,729 | 8 | 50 | | |
| Iron..... | 495 | 67,997 | 11 | 2,375 | | |
| Wooden..... | 60 | 1,056 | 8 | 180 | | |
| Combination..... | 1 | 198 | 198 | 198 | | |
| Total..... | 727 | 71,980 | | | | |
| Trestles..... | 194 | 26,291 | 26 | 1,301 | | |
| Tunnels..... | 25 | 23,458 | 165 | 3,291 | | |
| OVERHEAD HIGHWAY CROSSINGS: | | | | | | |
| Bridges..... | 58 | | | | 19 | |
| Trestles..... | 35 | | | | 17 | 3 |
| Total..... | 93 | | | | | |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | |
| Bridges..... | 18 | | | | 17 | |
| Total..... | 18 | | | | | |
| Tunnels..... | 25 | | | | 16 | 4 |

Gauge of track—4 feet, 8½ inches; 1,164.23 miles.

TELEGRAPH.

Owned by Company Making this Report.

| TOTAL | | OPERATED BY THIS COMPANY | |
|---------------|---------------|--------------------------|---------------|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire |
| 258.10 | 3,873 | 3,873 | ----- |

Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line | Miles of Wire | NAME OF OWNER | NAME OF OPERATING COMPANY |
|------------------|------------------|-----------------------------|------------------------------|
| 1,028.80 | 6,593.55 | Western Union Telegraph Co. | |

The Potomac, Fredericksburg and Piedmont Railroad Company

HISTORY

Exact name of common carrier making this report—The Potomac, Fredericksburg and Piedmont Railroad Company.

Date of organization—1853, precise date unknown.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Organized under the laws of the State of Virginia. See chapter 190, approved March 27, 1876; see chapter 276, approved March 14, 1878.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not a consolidated company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-------------------------|-----------------------------|------------------------------------|
| George W. Richards..... | Fredericksburg, Va..... | } Upon election of successor. |
| Howard Butcher..... | Philadelphia, Pa..... | |
| Howard Butcher, Jr..... | Philadelphia, Pa..... | |
| Abram G. Tatnall..... | Philadelphia, Pa..... | |
| Charles J. Green..... | Boston, Mass..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|------------------------|---------------------------|--------------------------|
| President..... | George W. Richards..... | Fredericksburg, Va. |
| Secretary..... | J. L. Savage..... | Fredericksburg, Va. |
| Treasurer..... | George W. Richards..... | Fredericksburg, Va. |
| General Solicitor..... | St. Geo. R. Fitzhugh..... | Fredericksburg, Va. |
| Auditor..... | J. L. Savage..... | Fredericksburg, Va. |
| Superintendent..... | M. Masteller..... | Fredericksburg, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, Geo. W. Richards; title, President and Treasurer; address, Fredericksburg, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—May 6, 1913.

Date of last closing of stock books before end of year for which this report is made—June 30, 1913.

Total number of stockholders of record at that date.—10.

Has each share of stock one vote?—One vote for each share of stock of the company not exceeding ten and one vote for every four shares exceeding ten.

Has any issue of securities contingent voting rights?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named |
|--|------------------------|-----------------|-----------------------------------|
| | From | To | |
| The Potomac, Fredericksburg and Piedmont Railroad..... | Fredericksburg, Va.... | Orange, Va..... | 37.60 |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | | Total Par Value Not Held by Respondent. | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|-------------------|--|---|--|--------------|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | When Pay- able | | Amount Accrued During the Year | Amount Paid Dur- ing the Year | | |
| <i>Mortgage Bonds:</i> | 1909 | 1949 | \$ 750,000 | \$ 750,000 | \$ 300,000 | ----- | \$10,000 | \$ 440,000 | 4 | J. & D. | \$ 18,000 00 | \$ 13,000 00 | |
| First mortgage..... | | | | | | | | | | | | | |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | | Amount Paid During the Year |
|--------------------------------------|---------------------------------------|-------------|--------------------------|---|---|---|-------------------------------------|-----------------------------------|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | | In Sinking or Other Funds | AMOUNT ACCRUED DURING THE YEAR | | |
| | | | | | | Charged to Income | Charged to Construction | |
| Mortgage bonds | \$ 750,000 | \$ 300,000 | | \$ 10,000 | \$ 440,000 | \$ 18,000 00 | | \$ 18,000 00 |
| PURPOSE OF THE ISSUE | | | | | | | | |
| Issued for refundment of securities. | | | | | | | | |
| Issued for reorganization. | | | | | | | | |
| Total..... | | | | | | | | |
| | | | | | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized |
| | | | | | | | \$ 450,000 300,000 | |
| | | | | | | | \$ 750,000 | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------|--------------|---------------------|-------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 448,800 | \$ 448,800 | ----- | 37.60 | \$ 11,877 |
| Funded debt..... | 750,000 | 750,000 | ----- | 37.60 | 19,947 |
| Total..... | \$ 1,198,800 | \$ 1,198,800 | ----- | 37.60 | \$ 31,824 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|-----------------------------------|--------------------------|-------------|-------|-------------------------------------|--|
| | From | To | Miles | | |
| First mortgage..... | Fredericksburg..... | Orange..... | 37.60 | \$ 19,947 | All property. |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|---|---|
| I. ROAD: | | | |
| Real estate..... | | \$ Cr. 2,875 00 | \$Cr. 2,875 00 |
| Shops, enginehouses and turntables..... | | 1,338 07 | 1,338 07 |
| Miscellaneous structures..... | | 500 00 | 500 00 |
| Total..... | | \$Cr. 1,036 93 | \$Cr. 1,036 93 |
| II. EQUIPMENT: | | | |
| Steam locomotives..... | | \$Cr. 1,511 10 | \$Cr. 1,511 10 |
| Passenger-train cars..... | | 5,436 80 | 5,436 80 |
| Total..... | | \$ 3,925 70 | \$ 3,925 70 |
| RECAPITULATION | | | |
| I. Road..... | | \$Cr. 1,036 93 | \$Cr. 1,036 93 |
| II. Equipment..... | | 3,925 70 | 3,925 70 |
| Total—Entire line..... | | \$ 2,888 77 | \$ 2,888 77 |
| Total—State of Virginia..... | | \$ 2,888 77 | \$ 2,888 77 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|-------------------------------------|-------------------|
| | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 959,925 83 |
| Equipment..... | 36,467 55 |
| Investment since June 30, 1907..... | 2,888 77 |
| Total..... | \$ 999,282 15 |
| Net total..... | \$ 999,282 15 |
| Cost per mile of line..... | 26,576 65 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: . | | |
|--|--------------|--------------|
| Rail operations—Revenues..... | \$ 73,905 59 | |
| Rail operations—Expenses..... | 38,367 70 | |
| Net revenue—Rail operations..... | | \$ 35,537 89 |
| Net railway operating revenue..... | | \$ 35,537 89 |
| Railway tax accruals..... | | 2,268 95 |
| Railway operating income..... | | \$ 33,268 94 |
| Miscellaneous income..... | | 453 23 |
| Gross income..... | | \$ 33,722 17 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Miscellaneous rent deductions..... | \$ 500 00 | |
| Interest deductions for funded debt..... | 18,000 00 | |
| Miscellaneous deductions..... | 9,000 00 | |
| Total deductions..... | | 27,500 00 |
| Net income..... | | \$ 6,222 17 |
| Income balance transferred to credit of profit and loss..... | | \$ 6,222 17 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|---------------|---------------|
| Balance (at beginning of fiscal period)..... | | \$ 123,448 32 |
| Credit balance transferred from income account..... | | 6,222 17 |
| Balance credit carried to general balance sheet..... | \$ 129,670 49 | |
| Total..... | \$ 129,670 49 | \$ 129,670 49 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | PAR VALUE | DIVIDENDS OR INTEREST |
|--|------------|--------------------------|
| FUNDED DEBT: Funded debt of respondent "in treasury"..... | \$ 300,000 | |

MISCELLANEOUS INCOME.

| SOURCE OF INCOME | AMOUNT |
|------------------|-----------|
| Interest..... | \$ 453 23 |

RENTS PAYABLE.

Miscellaneous Rent Deductions.

| Description of Property | LOCATION | NAME OF LESSOR | Amount |
|-------------------------------|-------------------------|-------------------------|-----------|
| Rent of building and lot..... | Fredericksburg, Va..... | Est. L. Harry Richards. | \$ 200 00 |
| Rent of wharf..... | Fredericksburg, Va..... | Est. L. Harry Richards. | 300 00 |
| Total..... | | | \$ 500 00 |

MISCELLANEOUS DEDUCTIONS.

| NATURE OF DEDUCTION | AMOUNT |
|-----------------------------|-------------|
| Settlement damage suit..... | \$ 9,000 00 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All changes in the respondent's holdings of stocks and funded debt—Purchase of \$10,000 first mortgage bonds for \$8,000, the P. F. & P. R. R. Co. first mortgage.

All extensions of road put in operation—Extensions in side tracks:

| | |
|------------------------|-----|
| Near Verdierville..... | .06 |
| Orange..... | .09 |
| Fredericksburg..... | .17 |
| | .32 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | |
|-----------------|---|-----------------|----------------------|
| Amount | ASSETS | Amount | Increase or Decrease |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 959,925 83 | Road..... | \$ 959,925 83 | |
| 36,467 55 | Equipment..... | 36,467 55 | |
| | Investment since June 30, 1907: | | |
| Cr. 1,036 93 | Road..... | Cr. 1,036 93 | |
| 3,925 70 | Equipment..... | 3,925 70 | |
| \$ 999,282 15 | Total..... | \$ 999,282 15 | |
| | WORKING ASSETS | | |
| \$ 13,771 33 | Cash..... | \$ 18,385 17 | \$ 4,613 84 |
| 300,000 00 | Funded debt..... | 308,000 00 | 8,000 00 |
| 461 90 | Net balance due from agents and conductors..... | 539 83 | 77 93 |
| 4,412 37 | Miscellaneous accounts receivable..... | | *4,412 37 |
| 8,317 00 | Materials and supplies..... | 4,737 00 | *3,580 00 |
| \$ 326,962 60 | Total..... | \$ 331,662 00 | \$ 4,699 40 |
| \$ 1,326,244 75 | Grand total..... | \$ 1,330,944 15 | \$ 4,699 40 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 446,600 00 | Common stock..... | \$ 446,600 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 750,000 00 | Mortgage bonds..... | \$ 750,000 00 | |
| | WORKING LIABILITIES | | |
| \$ 4,401 19 | Audited vouchers and wages unpaid..... | \$ 3,173 66 | \$ *1,227 53 |
| 295 24 | Miscellaneous accounts payable..... | | *295 24 |
| 1,500 00 | Matured interest, dividends and rents unpaid..... | 1,500 00 | |
| \$ 6,196 43 | Total..... | \$ 4,673 66 | |
| | PROFIT AND LOSS | | |
| \$ 123,448 32 | Balance..... | \$ 129,670 49 | \$ 6,222 17 |
| \$ 1,326,244 75 | Grand total..... | \$ 1,330,944 15 | \$ 4,699 40 |

*Decrease.

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | FREIGHT ORIGINATING ON THIS ROAD | | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|-----------------------------|---|-----------------------|-----------|
| | Delivered to Consignee | Delivered to Other Carriers | | | |
| | Whole Tons | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | | |
| Grain..... | 186 | ----- | 5 | 191 | .28 |
| Flour..... | 280 | ----- | 2 | 282 | .41 |
| Other mill products..... | 690 | 1 | 3 | 694 | 1.00 |
| Hay..... | 257 | ----- | 4 | 261 | .37 |
| Tobacco..... | 7 | 13 | 12 | 32 | .05 |
| Fruit and vegetables..... | 108 | 12 | 17 | 137 | .20 |
| Total..... | 1,528 | 26 | 43 | 1,597 | 2.31 |
| <i>Products of Animals:</i> | | | | | |
| Live stock..... | 16 | 15 | ----- | 31 | .04 |
| Dressed meats..... | 7 | 12 | 1 | 20 | .03 |
| Other packing-house products..... | 47 | 2 | 26 | 75 | .11 |
| Poultry, game and fish..... | 93 | 81 | 13 | 192 | .27 |
| Hides and leather..... | ----- | 2 | 1 | 3 | ----- |
| Other products of animals..... | 64 | 73 | ----- | 137 | .2 |
| Total..... | 232 | 185 | 41 | 458 | .66 |
| <i>Products of Mines:</i> | | | | | |
| Anthracite coal..... | 11 | ----- | ----- | 11 | .02 |
| Ores..... | ----- | ----- | 1 | 1 | ----- |
| Stone, sand and other like articles..... | 101 | 18 | 4 | 123 | .18 |
| Total..... | 112 | 18 | 5 | 135 | .20 |
| <i>Products of Forests:</i> | | | | | |
| Lumber..... | 35,165 | 2,139 | 24 | 37,328 | 53.93 |
| Other products of forests..... | 22,918 | 1,926 | ----- | 24,844 | 35.9 |
| Total..... | 58,083 | 4,065 | 24 | 62,172 | 89.83 |
| <i>Manufactures:</i> | | | | | |
| Petroleum and other oils..... | 113 | ----- | 48 | 161 | .23 |
| Sugar..... | 120 | ----- | 10 | 130 | .19 |
| Iron, pig and bloom..... | ----- | ----- | 101 | 101 | .15 |
| Other castings and machinery..... | 85 | 21 | 76 | 182 | .25 |
| Bar and sheet metal..... | 13 | ----- | ----- | 13 | .02 |
| Cement, brick and lime..... | 235 | ----- | 1 | 236 | .34 |
| Agricultural implements..... | 16 | 2 | 4 | 22 | .03 |
| Wagons, carriages, tools, etc..... | 24 | ----- | 1 | 25 | .04 |
| Wines, liquors and beers..... | 1 | ----- | 13 | 14 | .02 |
| Household goods and furniture..... | 67 | 6 | 21 | 94 | .14 |
| Other manufactures..... | 224 | ----- | 2,382 | 2,606 | 3.77 |
| Total..... | 898 | 29 | 2,657 | 3,584 | 5.19 |
| Merchandise..... | 45 | 52 | 72 | 169 | .24 |
| Miscellaneous: Other commodities not mentioned above..... | 746 | 31 | 318 | 1,095 | 1.58 |
| Total tonnage—State.... | 61,644 | 4,406 | 3,160 | 69,210 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|-------------|---------------------------------|--|--|---|-------|
| | Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 155 | 2,434 | 138 | 56 | 69 |
| Hay..... | 201 | 4,467 | 226 | 50 | 59 |
| Lumber..... | 37,223 | 671,238 | 27,717 | 41 | 29 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. *Accidents Resulting from the Movement of Trains, Locomotives, or Cars.*

None.

Average number employed during year: Trainmen, 13; switch tenders, crossing tenders and watchmen, 1; stationmen, 7; shopmen, 5; trackmen, 23; other employees, 1; total, 50.

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|-------------|-------|------------------|---------------------------------|-------------------------|----------------------|------------------|----------------|--------------------------------------|-------------------|-----------------|---------------------------------------|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line | Length of Straight Line | Length of Level Line | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | Miles | Miles | Miles | | Number | Sum of Ascents | Aggregate Length of Ascending Grades | Number | Sum of Descents | Aggregate Length of Descending Grades |
| Fredericksburg..... | Orange..... | 37.60 | 22 | 8.50 | 29.10 | 8.00 | 36 | 972.0 | 18.52 | 24 | 507.0 | 11.08 |

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | Aggregate Length | | Minimum Length | Maximum Length | Height of Lowest Surface of Rail | |
|-----------------------------|--------|------------------|-----|----------------|----------------|----------------------------------|-----|
| | | Feet | In. | | | Feet | In. |
| Bridges: | | | | | | | |
| Combination..... | 3 | 78 | | 22 | 32 | | |
| Trestles..... | 6 | 965 | | 47 | 384 | | |
| OVERHEAD HIGHWAY CROSSINGS: | | | | | | | |
| Bridges..... | 2 | | | | | 14 | 6 |

Gauge of track—3 feet; 37.60 miles.

Potomac Railroad Company

HISTORY.

Exact name of common carrier making this report—Potomac Railroad Company.

Date of organization—February 9, 1871.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia, charter dated February 21, 1867, amended April 26, 1867.

What carrier operates the road of this company?—Washington Southern Railway Company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|---------------------|-----------------------------|------------------------------------|
| W. W. Finley..... | Washington, D. C..... | November, 1913. |
| W. J. Harahan..... | Norfolk, Va..... | |
| Samuel Rea..... | Philadelphia, Pa..... | |
| G. W. Stevens..... | Richmond, Va..... | |
| H. Walters..... | New York, N. Y..... | |
| Daniel Willard..... | Baltimore, Md..... | |
| Wm. H. White..... | Richmond, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------|-------------------|--------------------------|
| President..... | Wm. H. White..... | Richmond, Va. |
| Secretary..... | Norman Call..... | Richmond, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, Norman Call; title, Secretary; address, Richmond, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

- Date of last meeting of stockholders for election of directors—November 18, 1912.
 Date of last closing of stock books before end of year for which this report is made—No stock books.
 Total number of stockholders—1.
 Has each share of stock one vote?—Yes.
 Has any issue of securities contingent voting rights?—No.
 Has any issue of securities special privileges in the election of directors?—No.
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:
 (a) The form of control, whether sole or joint—Sole.
 (b) The name of the controlling corporation or corporations—Washington Southern Railway Company.
 (c) The manner in which control was established—Stock ownership.
 (d) The extent of control—Entire.
 (e) Whether control was direct or indirect—Direct.
 Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name of Every Railway Company the Income of which, from Lease or Other Assignment for Operation, is Included in this Report.

| NAME | TERMINI | | Miles of Line (Single Track) | Name of Lessee |
|-----------------------|---|--|------------------------------|---------------------------------|
| | From | To | | |
| Potomac R. R. Co..... | Quantico Monument, northern terminals of R. F. & P. R. R. Co. | Quantico Junction, southern terminals of M. S. Ry. Co..... | 1.10 | Washington Southern Railway Co. |

MILEAGE OF LINE OWNED—By STATES AND TERRITORIES.

| STATE OR TERRITORY | LINE OWNED (Single Track) | | |
|-------------------------|---------------------------|--------------------|-------|
| | Main Line | Branches and Spurs | Total |
| Virginia, State of..... | 1.10 | ----- | 1.10 |

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OPERATING COMPANY | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|-------------------------------------|--------------------|-----------------|-------|-------|---|
| | Miles of Line | Date | TERM | | |
| | | | From | To | |
| Washington Southern Railway Co..... | 1.10 | March 9, 1904.. | ..... | ..... | All outstanding obligations of the respondent company were purchased by and the amount was charged into cost of road and equipment of the Washington Southern Railway Company. All revenues and expenses are reported by the said Washington Southern Railway Company to whose reports reference may be made for specific information. |

FUNDED DEBT.

Explanatory Remarks.

The mortgage held by the Washington Southern Railway Company represents the amount paid originally by the Richmond, Fredericksburg and Potomac Railroad Company for construction of the road. When new work was done, no charge of the obligation was made but the amount was charged into the new construction accounts of the Washington Southern Railway Company.

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD By RESPONDENT | | | INTEREST | | |
|-------------------------------|-------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|---|-------------------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | Total Par Value Not Held by Respondent | AMOUNT ACCRUED DURING THE YEAR | |
| | | | | | | Charged to Income | Charged to Construction |
| Mortgage bonds..... | \$ 100,000 | | | | \$ 100,000 | | |
| PURPOSE OF THE ISSUE | | | | | | | |
| Issued for cash..... | | | | | | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing |
| | | | | | | | Total Cash Realized |
| | | | | | | \$ 100,000 | \$ 100,000 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|------------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 101,000 | \$ 101,000 | ----- | 1.10 | \$ 91,818 |
| Funded debt..... | 100,000 | ----- | ----- | 1.10 | 90,909 |
| Total..... | \$ 201,000 | \$ 101,000 | ----- | 1.10 | \$ 182,727 |

DISCOUNT ON SECURITIES.

On Stocks.

| CLASS OF STOCK | Net Amount of Discount |
|-------------------|---------------------------|
| Common stock..... | \$ 98,980 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|------------------------|--|---|---|
| I. ROAD: Total..... | ----- | \$ 102,020 00 | \$ 102,020 00 |
| RECAPITULATION | | | |
| I. Road..... | ----- | \$ 102,020 00 | \$ 102,020 00 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|------------------------------|--------------------------------------|
| | Entire Line and State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 102,020 00 |
| Net total..... | \$ 102,020 00 |
| Cost per mile of line..... | 92,745 45 |

INCOME STATEMENT.

Explanatory Remarks.

The earnings reported by Washington Southern Railway Company include the amounts which might have been assigned to mileage of respondent as a part of the Washington Southern Railway Company.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|---------------|---|---------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 102,020 00 | Road..... | \$ 102,020 00 | ----- |
| | DEFERRED DEBIT ITEMS | | |
| \$ 98,980 00 | Unextinguished discount on capital stock... | \$ 98,980 00 | ----- |
| \$ 201,000 00 | Grand total..... | \$ 201,000 00 | ----- |
| | LIABILITIES | | |
| | Stock | | |
| \$ 101,000 00 | Common stock..... | \$ 101,000 00 | ----- |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 100,000 00 | Mortgage bonds..... | \$ 100,000 00 | ----- |
| \$ 201,000 00 | Grand total..... | \$ 201,000 00 | ----- |

Richmond, Fredericksburg and Potomac Railroad Company

HISTORY

Exact name of common carrier making this report—Richmond, Fredericksburg and Potomac Railroad Company.

Date of organization—June 20, 1834.

Under laws of what Government, State or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Original charter was granted by the State of Virginia, February 25, 1834, and amendments below:

March 13, 1834; January 23, 1835; March 23, 1836; February 15, 1838; March 17, 1843; February 1, 1845; February 19, 1845; February 13, 1856; February 14, 1861; December 13, 1865; March 19, 1873; December 19, 1879.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-------------------------|-----------------------------|--|
| J. Taylor Ellyson..... | Richmond, Va..... | State of Virginia, appointed until successor is appointed. |
| W. W. Finley..... | Washington, D. C..... | November, 1913. |
| Alexander Hamilton..... | Petersburg, Va..... | |
| G. W. Stevens..... | Richmond, Va..... | |
| W. J. Harahan..... | Norfolk, Va..... | |
| Samuel Rea..... | Philadelphia, Pa..... | |
| W. H. White..... | Richmond, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------|--------------------|--------------------------|
| President..... | Wm. H. White..... | Richmond, Va. |
| Assistant to President..... | W. D. Duke..... | Richmond, Va. |
| Secretary..... | Norman Call..... | Richmond, Va. |
| Treasurer..... | D. K. Kellogg..... | Richmond, Va. |
| General Counsel..... | A. C. Braxton..... | Richmond, Va. |
| Auditor..... | J. E. Cox..... | Richmond, Va. |
| Traffic Manager..... | W. P. Taylor..... | Richmond, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, J. E. Cox; title, Auditor; address, Richmond, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

- Date of last meeting of stockholders for election of directors—November 18, 1912.
 Date of last closing of stock books before end of year for which this report is made—January 15, 1913.
 Total number of stockholders of record at that date.—152.
 Has each share of stock one vote?—Yes.
 Has any issue of securities contingent voting rights?—No.
 Has any issue of securities special privileges in the election of directors?—Yes. If so, explain character of such privileges. The State of Virginia has the right to name one director under the laws of the State.
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:
 (a) The form of control, whether sole or joint—Sole.
 (b) The name of the controlling corporation or corporations—Richmond-Washington Company.
 (c) The manner in which control was established—Ownership of a majority of voting stock.
 (d) The extent of control—See (c).
 (e) Whether control was direct or indirect—Direct.
 Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—Yes. If control was so held, state the name of the beneficiary or beneficiaries for whom the trust was maintained—The New York Trust Company (whose former corporate title was the New York Security and Trust Company) pledgee under and subject to the terms and conditions of the collateral trust mortgage, dated June 1, 1903, from the Richmond-Washington Company to the New York Security and Trust Company as trustee, holders of 9,472 shares of common stock.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|---------------------------------|---------------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Lines:</i> | | | | |
| R., F. & P. R. R..... | Elba, Richmond..... | Quantico Monument... | 78.65 | 78.65 |
| <i>Branches and Spurs:</i> | | | | |
| R., F. & P. portion of James River Branch... | Aoca..... | James River Bridge, pier 5..... | 3.27 | 3.27 |
| <i>Under Contract:</i> | | | | |
| R., F. & P. and R. & P. R. R. Co..... | Byrd St., Richmond... | Elba, Richmond..... | 1.21 | ..... |
| A. C. L. portion James River Branch..... | James River Bridge, pier 5..... | Clopton..... | 4.55 | 5.76 |
| Total..... | | | | 87.68 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY—CONTINUED.

Auxiliary or Outside Operations.

| DESIGNATION | Character of Business | Title (Ownership, Leased, Etc.) | State or Territory. |
|--------------------------------------|-----------------------|---------------------------------|---------------------|
| Combined parlor and dining service.. | As stated..... | Cars owned.... | State of Virginia. |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Net Investment | Location |
|---|---------------------|----------------------|
| Old baseball park used for sidings, one-half interest..... | \$ 13,750 00 | Richmond city. |
| Old baseball park used for S. M. lot, one-half interest..... | 3,750 00 | Richmond city. |
| Old fair grounds..... | 76,740 89 | Henrico county. |
| Walters tract immediately adjacent to track..... | 6,830 57 | Henrico county. |
| Farm at Acca, rest of tracks..... | 11,468 68 | Henrico county. |
| Gravel bed at Acca, west of tracks..... | 8,636 69 | Henrico county. |
| Dairy farm at Acca, east..... | 8,144 72 | Henrico county. |
| Lot at Langford Crossing..... | 1,359 75 | Hanover county. |
| 23 town lots..... | 550 00 | Ashland town. |
| Ashland Park tract..... | 3,534 75 | Hanover county. |
| Farm near South Anna river..... | 704 12 | Hanover county. |
| Lot No. 220..... | 350 00 | Fredericksburg town. |
| Lot south side of Broad Street road..... | 6,866 79 | Henrico county. |
| Lot southeast corner Broad street and corporation line..... | 4,623 35 | Richmond city. |
| Lot southeast corner Broad street and belt line..... | 13,665 00 | Henrico county. |
| Lot west of belt line on Broad street..... | 8,155 11 | Henrico county. |
| Lot east of belt line on Grove avenue..... | 7,080 41 | Henrico county. |
| Lot west of belt line on Cary street..... | 2,829 00 | Henrico county. |
| Bridge watchman's lot..... | 802 25 | Fredericksburg town. |
| House and lot Stoffregen..... | 3,219 37 | Fredericksburg town. |
| House and lot Montague..... | 5,217 87 | Fredericksburg town. |
| Stonewall Jackson house and lot..... | 2,302 25 | Caroline county. |
| Additional lot..... | 793 84 | Caroline county. |
| Bellvoir Farm..... | 9,071 35 | Spotsylvania county. |
| Smith Farm..... | 603 25 | Spotsylvania county. |
| House and lot..... | 5,352 50 | Ashland town. |
| House and lot..... | 3,092 50 | Ashland town. |
| House and lot McKenzie street and Marshall..... | 9,051 25 | Richmond city. |
| Addition to Boulton shop yards..... | 1,928 42 | Richmond city. |
| Addition to Boulton shop yards..... | 2,616 35 | Richmond city. |
| 180 feet railroad avenue..... | 10,099 35 | Richmond city. |
| Railroad avenue..... | 6,500 00 | Richmond city. |
| 188 feet Railroad avenue..... | 6,580 41 | Richmond city. |
| Addition to Boulton shop yards..... | 3,605 95 | Richmond city. |
| Pickle factory..... | 8,542 50 | Fredericksburg town. |
| House and lot, 1706 west Marshall..... | 4,612 35 | Richmond city. |
| Four frame houses and lots, 1712, 14, 16, 18 west Marshall..... | 9,016 75 | Richmond city. |
| Six houses and lots, 1711, 13, 15, 21, 23 Railroad avenue..... | 14,022 00 | Richmond city. |
| Rails at various stations..... | 3,797 44 | |
| | \$289,847 78 | |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|--|---------------|------------------------------|---------------|----|---|-------------------------------|
| | | Date | TERM | | | |
| | | | From | To | | |
| R. F. & P. and R. & P. R. R. Connection Company..... | 1.21 | August 1, 1896 | Until revoked | | Guarantee of 8 per cent. per annum on the amount of paid-up stock not exceeding actual cost of road if regular tolls are not sufficient. A. C. L. to be charged with expense of operation and maintenance and to be paid the revenues accruing to this portion of the James River Branch; viz.: 50 per cent. of whole. | |
| A. C. L. portion of James River Branch.... | 4.55 | Informal operating agreement | | | | |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | Rate | INTEREST | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|---|-------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | |
| Coupon gold..... | 1890 | 1940 | \$ 500,000 | \$ 500,000 | | | | \$ 500,000 | 4 1/2 | A. & O. | \$ 22,500 00 | \$ 22,500 00 |
| Registered gold..... | 1903 | 1943 | 4,000,000 | 2,680,000 | | | | 2,680,000 | 3 1/2 | A. & O. | 93,800 00 | 93,800 00 |
| Total..... | | | \$ 4,500,000 | \$ 3,180,000 | | | | \$ 3,180,000 | | | \$116,300 00 | \$ 116,300 00 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD By RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | Amount Paid During the Year | |
|---------------------------------------|---------------------------------------|-------------|--------------------------|---|---|---|-----------------------------------|----------------------------|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | | In Sinking or Other Funds | AMOUNT ACCRUED DURING THE YEAR | | |
| | | | | | | Charged to Income | | Charged to Construction |
| Mortgage bonds | \$ 3,180,000 | | | | \$ 3,180,000 | \$ 116,300 00 | \$ 116,300 00 | |
| PURPOSE OF THE ISSUE | | | | | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Cash Realized | |
| Issued for additions and betterments: | | | | | | | | |
| Four and one-half per cent. bonds | | | | | | | \$ 244,016 | |
| Three and one-half per cent. bonds | | | | | | | 2,485,975 | |
| Issued for acquisition of securities: | | | | | | | | |
| Four and one-half per cent. bonds | | | | | | | 235,984 | |
| Total | | | | | \$ 3,180,000 | | \$ 2,965,975 | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|---|-----------------------------|-------------|---------------------|-------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| | | | | | |
| Capital stock and dividend obligations..... | \$ 3,611,600 | All | ----- | 81.92 | \$ 44,087 |
| Funded debt..... | 3,180,000 | All | ----- | 81.92 | 38,818 |
| Total..... | \$ 6,791,600 | ----- | ----- | 81.92 | \$ 82,905 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|-----------------------------------|----------------------------------|--|---------------|-------------------------------------|--|
| | From | To | Miles | | |
| | | | | | |
| Coupon gold bonds..... | Elba, Richmond..... Acqa..... | Quantico Monument..... James River Branch, pier 5..... | 78.65 3.27 | \$ 6.104 | All the railroad and works of the company, its franchise, and corporate rights, and such other property as is now held or may hereafter be acquired by it. |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Work- ing Assets | From Special Appropri- ations | Property Re- tired or Converted | Adjustments | Total |
|--|---|-------------------------------------|---------------------------------------|---------------|---------------|
| Right of way and station grounds..... | \$ 1,708 89 | | | | \$ 1,708 89 |
| Increased weight of rail..... | | \$ 6,300 14 | | | 6,300 14 |
| Improved frogs and switches..... | | 80 50 | | | 80 50 |
| Track fastenings and ap- purtenances..... | | 338 67 | | | 338 67 |
| Additional main tracks..... | | 5,368 80 | | | 5,368 80 |
| Sidings and spur tracks..... | | 30,239 62 | Cr. \$8,287 04 | Cr. \$ 166 40 | 21,786 18 |
| Terminal yards..... | | 35,150 31 | | 166 40 | 35,316 71 |
| Fencing right of way..... | | 217 05 | | | 217 05 |
| Improvement of crossings under or over grade..... | | 3,567 33 | | | 3,567 33 |
| Elimination of grade cross- ings..... | | 2,143 71 | | | 2,143 71 |
| Interlocking apparatus..... | | 13,233 34 | | | 13,233 34 |
| Block and other signal ap- paratus..... | | 1,595 51 | | | 1,595 51 |
| Telegraph and telephone lines..... | | 130 94 | | | 130 94 |
| Station buildings and fix- tures..... | | 4,050 81 | | | 4,050 81 |
| Roadway machinery and tools..... | | 1,303 52 | | | 1,303 52 |
| Shops, enginehouses and turntables..... | | 5,351 20 | | | 5,351 20 |
| Shop machinery and tools..... | | 17,937 33 | | | 17,937 33 |
| Water and fuel stations..... | | 12,169 85 | | | 12,169 85 |
| Equipment..... | 221,887 45 | 670 40 | Cr. 15,248 14 | Cr. 466 09 | 206,843 62 |
| Other additions and bet- terments..... | | 18,076 46 | | | 18,076 46 |
| Total..... | \$223,596 34 | \$157,925 49 | Cr. \$23,535 18 | Cr. \$ 466 09 | \$ 357,520 56 |

Explanatory Remarks.

Detail of expenditures charged to account "Other Additions and Betterments."

| | |
|--|--------------|
| House for employees at Acca, No. 2..... | \$ 1,692 53 |
| Extension of house for employees, No. 1..... | 332 00 |
| Track scales, southbound Acca yards..... | 2,907 00 |
| Agent's house at Doswell, new..... | 2,222 54 |
| General office furniture and fixtures..... | 10,462 10 |
| Extension agent's house, Wood's Lane..... | 264 21 |
| Extension agent's house, Wide Water..... | 196 08 |
| | \$ 18,076 46 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Engineering..... | | \$ 2,985 57 | \$ 2,985 57 |
| Right of way and station grounds..... | \$ 1,708 89 | 49,752 13 | 51,461 02 |
| Real estate..... | | Cr. 163,304 00 | Cr. 163,304 00 |
| Grading..... | 11,905 90 | 93,646 77 | 103,552 67 |
| Bridges, trestles and culverts..... | 3,392 75 | 12,396 51 | 15,789 26 |
| Ties..... | 10,804 62 | 15,128 04 | 25,932 66 |
| Rails..... | 18,474 13 | 56,723 71 | 75,197 84 |
| Frogs and switches..... | 6,547 42 | 6,143 84 | 12,691 26 |
| Track fastenings and other material..... | 4,754 93 | 6,788 63 | 11,543 56 |
| Ballast..... | 4,430 02 | 5,292 96 | 9,722 98 |
| Track laying and surfacing..... | 9,819 09 | 15,369 76 | 25,188 85 |
| Roadway tools..... | 1,303 52 | | 1,303 52 |
| Fencing right of way..... | 217 05 | 788 07 | 1,005 12 |
| Crossings and signs..... | 4,773 18 | 84,413 93 | 89,187 11 |
| Interlocking and other signal apparatus..... | 14,828 85 | 18,170 12 | 32,998 97 |
| Telegraph and telephone lines..... | 130 94 | 9,122 44 | 9,253 38 |
| Station buildings and fixtures..... | 4,050 81 | 108,333 69 | 112,384 50 |
| General office buildings and fixtures..... | 10,462 10 | | 10,462 10 |
| Shops, enginehouses and turntables..... | 5,351 20 | 37,686 20 | 43,037 40 |
| Shop machinery and tools..... | 17,937 33 | 65,369 50 | 83,306 83 |
| Water stations..... | 12,169 85 | 21,343 39 | 33,513 24 |
| Fuel stations..... | | 68 41 | 68 41 |
| Miscellaneous structures..... | 7,614 36 | 10,614 47 | 18,228 83 |
| Total..... | \$ 150,676 94 | \$ 456,834 14 | \$ 607,511 08 |
| II. EQUIPMENT: | | | |
| Steam locomotives..... | \$ 120,672 84 | \$ 192,582 81 | \$ 313,255 65 |
| Passenger-train cars..... | 31,849 90 | 131,829 41 | 163,679 31 |
| Freight-train cars..... | 46,264 64 | 393,803 92 | 440,068 56 |
| Work equipment..... | 8,056 24 | Cr. 7,861 27 | 194 97 |
| Total..... | \$ 206,843 62 | \$ 710,354 87 | \$ 917,198 49 |
| III. GENERAL EXPENDITURES: | | | |
| Law expenses..... | | \$ 85 00 | \$ 85 00 |
| RECAPITULATION | | | |
| I. Road..... | \$ 150,676 94 | \$ 456,834 14 | \$ 607,511 08 |
| II. Equipment..... | 206,843 62 | 710,354 87 | 917,198 49 |
| III. General expenditures..... | | 85 00 | 85 00 |
| Total—Entire line..... | \$ 357,520 56 | \$1,167,274 01 | \$ 1,524,794 57 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|--|--------------------------------------|
| | Entire Line and State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 6,123,138 88 |
| Equipment..... | 668,553 86 |
| Investment since June 30, 1907..... | 1,524,794 57 |
| Total..... | \$ 8,316,487 31 |
| Reserve for accrued depreciation—Cr..... | 376,497 33 |
| Net total..... | \$ 7,939,989 98 |
| Cost per mile of line..... | 96,923 71 |

INCOME STATEMENT.

| | | |
|--|-----------------|-----------------|
| RAILWAY OPERATING INCOME: | | |
| Rail operations—Revenues..... | \$ 2,968,612 21 | |
| Rail operations—Expenses..... | 1,812,001 30 | |
| | | \$ 1,156,610 91 |
| Auxiliary operations—Revenues..... | \$ 2,620 01 | |
| Auxiliary operations—Expenses..... | 6,053 76 | |
| | | 3,433 75 |
| Net Deficit auxiliary operations..... | | |
| Net railway operating revenue..... | | \$ 1,153,177 16 |
| Railway tax accruals..... | | 49,309 47 |
| | | |
| Railway operating income..... | | \$ 1,103,867 69 |
| OTHER INCOME: | | |
| Miscellaneous rent income..... | \$ 2,949 28 | |
| Net profit from miscellaneous physical property..... | 2,353 46 | |
| Income from unfunded securities and accounts..... | 11,274 15 | |
| Contributions from other companies..... | 3,585 92 | |
| | | 20,162 81 |
| Total other income..... | | |
| Gross income..... | | \$ 1,124,030 50 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Deductions for lease of other roads..... | \$ 81,606 68 | |
| Hire of equipment—Debit balance..... | 113,356 82 | |
| Joint facility rent deductions..... | 2,472 14 | |
| Miscellaneous rent deductions..... | 58 00 | |
| Miscellaneous tax accruals..... | 1,641 29 | |
| Interest deductions for funded debt..... | 116,300 00 | |
| Interest deductions for unfunded debt..... | 551 00 | |
| Miscellaneous deductions..... | 48 10 | |
| | | 316,034 03 |
| Total deductions..... | | |
| Net income..... | | \$ 807,996 47 |
| DISPOSITION OF NET INCOME: | | |
| Dividend appropriations of income..... | \$ 330,849 84 | |
| Appropriations of income for additions and betterments..... | 270,613 50 | |
| | | 601,463 34 |
| Income balance transferred to credit of profit and loss..... | | \$ 206,533 13 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|---------------|---------------|
| Balance (at beginning of fiscal period) | | \$ 778,577 07 |
| Credit balance transferred from income account | | 206,533 13 |
| Profit on road and equipment sold | | 30 00 |
| †Delayed income credits | | 2,984 91 |
| *Miscellaneous credits | | 2,799 43 |
| Loss on retired road and equipment | \$ 3,357 70 | |
| †Delayed income debits | 953 90 | |
| ‡Miscellaneous debits | 1,372 68 | |
| Balance credit (at end of fiscal period) carried to general balance sheet | 985,240 26 | |
| Total | \$ 990,924 54 | \$ 990,924 54 |

†Delayed income credits—Revenue on shipments of cotton seed oil for refining in transit.

*Profit on sale of miscellaneous investments P. P. \$ 222 50

Material taken up at Boulton in abandonment of tracks (originally not included in cost of road and property) 568 00

Sale of ditching machine (not carried in cost of road and equipment) 1,000 00

Sundry small items 408 93

\$ 2,799 43

‡Additional assessment of Federal excise tax for 1910, 1911 and portion of 1912 953 90

‖Old bills against individual and companies and small adjustment.

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Par Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|----------------|--------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| Common stock and div. obgn. | 4½ | | \$ 3,111,200 | \$ 140,004 00 | | 1912 | 1913 |
| Guaranteed stock 7 per cent. | 4½ | | 3,111,200 | 140,004 00 | | 1913 | 1913 |
| Guaranteed stock 6 per cent. | 3½ | | 481,100 | 21,649 50 | | | 1912 |
| Guaranteed stock 7 per cent. | 3 | 1½ | 19,300 | 868 50 | | | 1912 |
| Guaranteed stock 6 per cent. | 3½ | 1 | 481,100 | 21,649 50 | | | 1913 |
| Guaranteed stock 6 per cent. | 3 | 1½ | 19,300 | 868 50 | | | 1913 |
| Accrued for May and June, 1913: | | | | | | | |
| Guaranteed stock 7 per cent. | 3½ | Same | 481,100 | 5,612 84 | | | 1913 |
| Guaranteed stock 6 per cent. | 3 | Annual | 19,300 | 193 00 | | | 1913 |
| Total | | | | \$ 330,849 84 | | | |

CONTRIBUTIONS FROM OTHER COMPANIES.

| NAME OF COMPANY | AMOUNT |
|---|-------------|
| Atlantic Coast Line Railroad Company..... | \$ 3,585 92 |

SECURITIES OWNED.

Marketable Securities—Stocks.

| NAME OF CORPORATION AND SECURITY | Par Value of Securities Owned | Cost or Book Value | DIVIDENDS DECLARED | |
|--|-------------------------------------|-----------------------|--------------------|--------|
| | | | Rate | Amount |
| Other than railway companies—Active: First National Bank Building Corpora- tion..... | \$ 113,900 | \$ 113,900 | ----- | ----- |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | Par Value |
|--|------------|
| Stocks: Stocks of other than railway companies—Active..... | \$ 113,900 |

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission?—No.

RESERVES FROM INCOME OR SURPLUS.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|---|----------------------------|-------------------------------|----------------------------------|----------------------------|
| Not specifically invested: | | | | |
| James River Branch improve- ment..... | \$ 21,616 98 | ----- | \$ 5,311 99 | \$ 16,304 99 |
| Special contingent fund..... | 405,169 74 | ----- | 344,056 43 | 61,113 31 |
| Richmond freight depot exten- sion..... | ----- | \$ 40,000 00 | ----- | 40,000 00 |
| Automatic block signals branch to Doswell..... | ----- | 30,000 00 | ----- | 30,000 00 |
| Dining cars and equipment..... | ----- | 48,000 00 | ----- | 48,000 00 |
| Total..... | \$426,786 72 | \$ 118,000 00 | \$ 349,368 42 | \$ 195,418 30 |

SPECIAL DEPOSITS.

| DESIGNATION OF DEPOSIT AND DESCRIPTION OF SE- CURITY OR PROPERTY | Cash | Total |
|---|--------------|--------------|
| Deposit with Central Trust Co. of New York..... | \$ 9,720 00 | \$ 9,720 00 |
| Deposit with American National Bank, Richmond, Va..... | 37,993 64 | 37,993 64 |
| Total..... | \$ 47,713 64 | \$ 47,713 64 |

SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary or Outside Operations,

| DESIGNATION | Revenues | Expenses | Net Revenue or Deficit |
|-------------------------------------|-------------|-------------|------------------------|
| Parlor and chair car service..... | \$ 647 40 | | \$ 647 40 |
| Dining and special car service..... | 1,972 61 | \$ 6,063 76 | Def. 4,081 15 |
| Total..... | \$ 2,620 01 | \$ 6,063 76 | \$ Def. 3,433 75 |

Miscellaneous Investments—Physical Property.

| Revenues | Expenses | Net Income | Taxes |
|-------------|-------------|-------------|-------------|
| \$ 1,457 50 | \$ 1,054 50 | \$ 403 00 | \$ 131 25 |
| 1,930 04 | 9 50 | 1,920 54 | 765 00 |
| 1 00 | | 1 00 | 38 76 |
| | | | 58 29 |
| | | | 5 75 |
| | | | 10 10 |
| 68 50 | 2 00 | 66 50 | 37 50 |
| 6 00 | 25 | 5 75 | 1 64 |
| | | | 4 65 |
| | | | 24 00 |
| | | | 68 25 |
| | | | 96 00 |
| | | | 37 74 |
| | | | 36 00 |
| | | | 16 32 |
| | 1 25 | 1 25* | |
| 234 00 | 176 74 | 57 26 | 21 70 |
| 390 00 | 98 63 | 291 37 | 54 25 |
| | 1,021 19 | 1,021 19* | 5 40 |
| 200 00 | 28 63 | 171 37 | 69 77 |
| 15 00 | 75 | 14 25 | 1 33 |
| 203 08 | 579 38 | 376 30* | 38 50 |
| 285 48 | 112 05 | 173 43 | 29 03 |
| 15 00 | 75 | 14 25 | |
| 21 00 | 1 05 | 19 95 | |
| 354 00 | 10 00 | 344 00 | 31 50 |
| | | | 24 50 |
| 56 00 | 2 80 | 53 20 | 29 08 |
| 265 27 | | 265 27 | |
| | 10 17 | 10 17* | 4 98 |
| | 25 88 | 25 88* | |
| | 12 89 | 12 89* | |
| \$ 5,501 87 | \$ 3,148 41 | \$ 2,353 46 | \$ 1,641 29 |

*Loss.

RENTS RECEIVABLE.

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | AMOUNT |
|--------------------------------------|-------------|
| Miscellaneous small items..... | \$ 2,949 28 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|--|--------------------------------|----------------------------------|-------------|
| Yards and terminals: Byrd St. Terminal..... | Byrd street, Richmond, Va..... | Atlantic Coast Line R. R. Co.... | \$ 2,472 14 |

Deductions for Lease of Other Roads.

| ROAD LEASED | Total |
|---|--------------|
| Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad Connection Company..... | \$ 42,513 27 |
| A. C. L. portion of James River Branch..... | 39,093 41 |
| Total..... | \$ 81,606 68 |

Miscellaneous Rent Deductions.

| Description of Property | LOCATION | NAME OF LESSOR | Amount |
|-------------------------|--------------------|-------------------------------|----------|
| Agent's house..... | Clopton, Va..... | Atlantic Coast Line R. R. Co. | \$ 48 00 |
| Right of way..... | Near Acca, Va..... | Seaboard Air Line Ry. Co.... | 10 00 |
| Total..... | | | \$ 58 00 |

MISCELLANEOUS DEDUCTIONS.

| NATURE OF DEDUCTION | Amount |
|--|----------|
| Amount paid Central Trust Co. of New York for disbursing funds to pay bond coupons | \$ 48 10 |

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--|------------------------------------|------|--------------------------------------|------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCRUED ON EQUIPMENT BORROWED: Freight locomotives..... | | | | | \$ 316,421 49 |
| ACCRUED ON EQUIPMENT LOANED: Freight locomotives..... | | | | | \$ 227,408 06 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars.

| CARS USED | | | COMPENSATION | |
|------------------------------|-------------|------------------|--------------|--------------|
| NAME OF OWNER | Description | Number Car-miles | Rate | Amount |
| | | 76,895 | 6-10 | \$ 461 37 |
| | | 3,184,276 | ¾ | 23,882 07 |
| Calculation differences..... | | | | Cr. 04 |
| Total..... | | | | \$ 24,343 40 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|---------------|
| Equipment interchanged..... | \$ 227,408 06 | \$ 316,421 48 |
| Private cars..... | | 24,343 40 |
| Total..... | \$ 227,408 06 | \$ 340,764 88 |
| Balance, as shown in income statement..... | | 113,356 82 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|-----------------|--|-----------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| 6,123,138 88 | Road..... | \$ 6,123,138 88 | |
| 668,553 86 | Equipment..... | 668,553 86 | |
| | Investment since June 30, 1907: | | |
| 456,834 14 | Road..... | 607,511 08 | \$ 150,676 94 |
| 710,354 87 | Equipment..... | 917,198 49 | 206,843 62 |
| 85 00 | General expenditures..... | 85 00 | |
| \$ 7,958,966 75 | | \$ 8,316,487 31 | \$ 357,520 56 |
| Cr. 322,518 48 | Reserve for accrued depreciation—Cr..... | Cr. 376,497 33 | Cr. 53,976 85 |
| \$ 7,636,448 27 | Total..... | \$ 7,939,989 98 | \$ 303,541 71 |
| | <i>III. Other Investments:</i> | | |
| | Miscellaneous: | | |
| \$ 273,812 75 | Physical property..... | \$ 289,847 78 | \$ 16,035 03 |

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

| JUNE 30, 1912 | | JUNE 30, 1912 | Increase or Decrease |
|-----------------|---|-----------------|-------------------------|
| Amount | ASSETS—CONTINUED. | Amount | |
| | WORKING ASSETS | | |
| \$ 454,724 83 | Cash..... | \$ 123,242 75 | \$ *331,482 08 |
| 113,900 00 | Marketable securities: | | |
| 1,000 00 | Stocks..... | 113,900 00 | 6,100 00 |
| 229,328 40 | Loans and bills receivable..... | 7,100 00 | 186,936 30 |
| 36,746 90 | Traffic and car-service balances due from other companies..... | 416,264 70 | 61,873 47 |
| 311,242 27 | Net balance due from agents and conductors | 98,620 37 | *91,504 75 |
| 266,671 97 | Miscellaneous accounts receivable..... | 219,737 52 | 86,954 28 |
| | Materials and supplies..... | 353,626 25 | |
| \$ 1,413,614 37 | Total..... | \$ 1,332,491 59 | \$ *81,122 78 |
| | ACCRUED INCOME NOT DUE | | |
| \$ 120 00 | Unmatured interest, dividends and rents receivable..... | \$ 278 90 | \$ 158 90 |
| | DEFERRED DEBIT ITEMS | | |
| | Advances: | | |
| \$ 1,614 71 | Working funds..... | \$ 75 00 | \$ 75 00 |
| 46,582 79 | Rents and insurance paid in advance..... | 1,868 23 | 233 52 |
| 107,264 57 | Taxes paid in advance..... | 65 73 | 65 73 |
| | Special deposits..... | 47,713 64 | 1,130 85 |
| | Other deferred debit items..... | 123,763 02 | 16,498 45 |
| \$ 155,462 07 | Total..... | \$ 173,485 62 | \$ 18,023 55 |
| \$ 9,479,457 46 | Grand total..... | \$ 9,736,093 87 | \$ 256,636 41 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 1,316,900 00 | Common stock..... | \$ 1,316,900 00 | |
| 500,400 00 | Guaranteed stock..... | 500,400 00 | |
| 1,794,300 00 | Dividend obligation..... | 1,794,300 00 | |
| \$ 3,611,600 00 | Total..... | \$ 3,611,600 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 3,180,000 00 | Mortgage bonds..... | \$ 3,180,000 00 | |
| | WORKING LIABILITIES | | |
| \$ 458,749 04 | Traffic and car-service balances due to other companies..... | \$ 367,827 27 | \$ *90,921 77 |
| 196,292 67 | Audited vouchers and wages unpaid..... | 213,076 41 | 16,783 74 |
| 26,624 06 | Miscellaneous accounts payable..... | 151,804 04 | 125,179 98 |
| 140,026 50 | Matured interest, dividends and rents unpaid | 140,026 50 | |
| \$ 821,692 27 | Total..... | \$ 872,734 22 | \$ 51,041 95 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 29,075 00 | Unmatured interest, dividends and rents payable..... | \$ 34,880 84 | \$ 5,805 84 |
| 5,015 46 | Taxes accrued..... | 45,333 69 | 40,318 23 |
| \$ 34,090 46 | Total..... | \$ 80,214 53 | \$ 46,124 07 |
| | DEFERRED CREDIT ITEMS | | |
| \$ 1,252 74 | Other deferred credit items..... | \$ 27,502 87 | \$ 26,250 13 |
| | APPROPRIATED SURPLUS | | |
| \$ 625,458 20 | Additions to property since June 30, 1907, through income..... | \$ 783,383 69 | \$ 157,925 49 |
| 426,786 72 | Not specifically invested..... | 195,418 30 | *231,368 43 |
| \$ 1,052,244 92 | Total..... | \$ 978,801 99 | \$ 73,442 93 |
| | PROFIT AND LOSS | | |
| \$ 778,577 07 | Balance..... | \$ 985,240 26 | \$ 206,663 19 |
| \$ 9,479,457 46 | Grand total..... | \$ 9,736,093 87 | \$ 256,636 41 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|---|-----------------------|-----------|
| | Tons | Tons | Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 277 | 42,972 | 43,249 | 1.78 |
| Flour..... | 1,757 | 7,839 | 9,596 | .39 |
| Other mill products..... | 4,882 | 6,418 | 11,300 | .46 |
| Hay..... | 405 | 15,063 | 15,468 | .64 |
| Tobacco..... | 6,356 | 4,478 | 10,834 | .44 |
| Cotton..... | | 502 | 502 | .02 |
| Fruit and vegetables..... | 1,549 | 402,242 | 403,791 | 16.58 |
| Other products of agriculture..... | 622 | 8,248 | 8,870 | .36 |
| Total..... | 15,848 | 487,762 | 503,610 | 20.67 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 2,069 | 11,211 | 13,280 | .55 |
| Dressed meats..... | 179 | 5,170 | 5,349 | .22 |
| Other packing-house products..... | 174 | 1,615 | 1,789 | .07 |
| Poultry, game and fish..... | 25 | 929 | 954 | .04 |
| Wool..... | 15 | 47 | 62 | .01 |
| Hides and leather..... | 1,484 | 974 | 2,458 | .10 |
| Other products of animals..... | 2,183 | 7,807 | 9,990 | .41 |
| Total..... | 6,129 | 27,753 | 33,882 | 1.39 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | | 107,591 | 107,591 | 4.42 |
| Bituminous coal..... | | 183,635 | 183,635 | 7.53 |
| Coke..... | | 20 | 20 | .00 |
| Ores..... | 401 | 2,513 | 2,914 | .12 |
| Stone, sand and other like articles..... | 142,705 | 12,286 | 154,991 | 6.36 |
| Other products of mines..... | 584 | 17,634 | 18,218 | .75 |
| Total..... | 143,690 | 323,679 | 467,369 | 19.18 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 225,495 | 342,039 | 567,534 | 23.29 |
| Other products of forests..... | 51,233 | 17,865 | 69,098 | 2.84 |
| Total..... | 276,728 | 359,904 | 636,632 | 26.13 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 24 | 47,667 | 47,691 | 1.96 |
| Sugar..... | | 12,277 | 12,277 | .50 |
| Naval stores..... | | 192 | 192 | .01 |
| Iron, pig and bloom..... | 12 | 25,697 | 25,709 | 1.06 |
| Iron and steel rails..... | 462 | 14,616 | 15,078 | .62 |
| Other castings and machinery..... | 927 | 36,220 | 37,147 | 1.53 |
| Bar and sheet metal..... | 666 | 22,313 | 22,979 | .94 |
| Cement, brick and lime..... | 2,098 | 74,789 | 76,887 | 3.16 |
| Agricultural implements..... | 11 | 1,944 | 1,955 | .08 |
| Wagons, carriages, tools, etc..... | 397 | 2,259 | 2,656 | .11 |
| Wines, liquors and beers..... | 79 | 7,777 | 7,856 | .32 |
| Household goods and furniture..... | 463 | 2,276 | 2,739 | .11 |
| Other manufactures..... | 13,038 | 117,869 | 130,907 | 5.37 |
| Total..... | 18,177 | 365,896 | 384,073 | 15.77 |
| <i>Merchandise:</i> | | | | |
| Miscellaneous: Other commodities not mentioned above..... | 49,588 | 198,355 | 247,943 | 10.18 |
| | 34,959 | 127,726 | 162,685 | 6.68 |
| Total tonnage..... | 545,119 | 1,891,075 | 2,436,194 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|-----------------------|---------------------------------|--|--|---|-------|
| | Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain | 21,197 | 1,685,871 | 12,980 | 7 | 67 |
| Hay | 13,211 | 808,193 | 6,980 | 8 | 67 |
| Cotton | 502 | 40,160 | 331 | 8 | 24 |
| Live stock | 13,345 | 714,015 | 9,746 | 13 | 64 |
| Dressed meats | 4,334 | 366,720 | 3,278 | 8 | 93 |
| Anthracite coal | 195,862 | 15,429,377 | 38,384 | 2 | 48 |
| Bituminous coal | 183,798 | 9,005,553 | 49,679 | 5 | 51 |
| Lumber | 504,294 | 317,223,335 | 308,570 | 9 | 56 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. *Accidents Resulting from the Movement of Trains, Locomotives, or Cars.*

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | |
|---|-------------------|---------|---|---------|----------|---------|---------------------|---------|-----------------|---------|
| | TRAINMEN | | Switch, Tenders, Crossing Tenders, and Watchmen | | TRACKMEN | | TELEGRAPH EMPLOYEES | | OTHER EMPLOYEES | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Coupling or uncoupling..... | 1 | 1 | | | | | | | 1 | 1 |
| Deraillments..... | | 1 | | | | | | | | 1 |
| Falling from trains, locomotives, or cars..... | | 1 | | | | | | | | 1 |
| Jumping on or off trains, locomotives, or cars..... | | 5 | | | | | | | | 5 |
| Struck by trains, locomotives, or cars..... | | 1 | | | | | | | 1 | 1 |
| Overhead obstructions..... | | 1 | | | | | | | | 1 |
| Other causes..... | | 14 | | | | | | | 2 | 16 |
| Total..... | 1 | 24 | | | | | | 1 | 3 | 27 |

Average number employed during year: Trainmen, 397; switch tenders, crossing tenders and watchmen, 42; stationmen, 211; shopmen, 230; other employees, 332 total, 1,212.

ACCIDENTS TO PERSONS—STATE OF VIRGINIA—CONTINUED.

A. *Accidents Resulting from the Movement of Trains, Locomotives, or Cars—Continued.*

| KIND OF ACCIDENT | PASSENGERS | | Postal Clerks, Express Messen- gers, Pullman Employees, etc. | | OTHER PERSONS | | | | | | | | SUMMARY | TOTAL | |
|---|------------|---------|---|---------|---------------|---------|--------------------|---------|--------|---------|--------|---------|---------|-------|----|
| | | | | | TRESPASSING | | NOT TRESPASSING | | TOTAL | | | | | | |
| | Killed | Injured | Killed | Injured | Filled | Injured | Killed | Injured | Killed | Injured | Killed | Injured | | | |
| | | | | | | | | | | | | | | | |
| Derailments..... | | 8 | | | | | | | | | | | | | |
| Jumping on or off trains, locomotives, or cars..... | | 2 | | | | | | | | | | | | 2 | 27 |
| Struck by trains, locomotives, or cars..... | | | | | | | | | | | | | | 4 | 11 |
| At highway crossings..... | | | | | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | 6 |
| At other points along track..... | | 1 | | | | 3 | 3 | | | | | | | | 32 |
| Other causes..... | | | | | | | | | 1 | | | | | | 1 |
| Total..... | | 11 | | | 3 | 4 | 1 | 2 | 4 | 6 | | | 6 | 77 | |

TABLE A:

Railway employees.....

Passengers.....

Other persons.....

TABLE B:

Railway employees.....

Other persons.....

Grand total.....

B. *Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.*

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | | PASSENGERS | | OTHER PERSONS | |
|-------------------------------------|-------------------|---------|---------|---------|----------|---------|-----------------|---------|--------|---------|------------|---------|---------------|---------|
| | STATIONMEN | | SHOPMEN | | TRACKMEN | | OTHER EMPLOYEES | | TOTAL | | | | | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| | | | | | | | | | | | | | | |
| Handling traffic..... | | 5 | | | | | | | | | | 5 | | |
| Handling tools, machinery, etc..... | | | | 8 | | | 2 | | | | | 10 | | |
| Handling supplies, etc..... | | | | 4 | | | 6 | | | | 1 | 11 | | |
| Other causes..... | | | | 3 | | | 1 | | | | 2 | 6 | | |
| Total..... | | 5 | | 15 | | | 9 | | | | 3 | 32 | | 1 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | ALIGNMENT | | | PROFILE | | | | | | | |
|-------------------------------|----------------------|-----------|------------------|--|----------------------------------|-------------------------------|--------|------------------------|---|--------|-------------------------|--|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| Connection Rail road | Elba, Richmond | 1.21 | 5 | .58 | .63 | --- | 10 | 95.0 | 1.21 | --- | --- | --- |
| Byrd St., Richmond | R. F. & P. Main Line | 78.65 | 65 | 19.59 | 59.06 | 10.60 | 87 | 743.9 | 34.73 | 104 | 904.4 | 33.32 |
| Elba, Richmond | Quantico Monument | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| James River Branch | R. F. & P. part: | 3.27 | 4 | 1.20 | 2.07 | .58 | 2 | 25.3 | 1.19 | 3 | 40.5 | 1.50 |
| Acca | Pier 3, James River | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Pier 5, James River | A. C. L. part | 4.55 | 4 | 1.12 | 3.43 | .88 | 5 | 46.5 | 1.53 | 3 | 101.0 | 2.14 |
| Total | Clopton | 87.68 | 78 | 22.49 | 65.19 | 12.06 | 104 | 910.7 | 38.66 | 110 | 1,045.9 | 36.96 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|------------------------------------|--------|------------------|----------------|----------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| BRIDGES: | | | | | | |
| Iron | 30 | 5,419 | 15 | 2,293 | | |
| Combination | 1 | 1,075 | | | | |
| Total | 31 | 6,494 | | | | |
| Trestles | 4 | 2,169 | 225 | 870 | | |
| Tunnels | 1 | 600 | | | | |
| OVERHEAD HIGHWAY CROSSINGS: | | | | | | |
| Bridges | 5 | | | | 19 | 8 |
| Trestles | 11 | | | | 21 | --- |
| Total | 16 | | | | | --- |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | |
| Bridges | 1 | | | | 21 | --- |
| Tunnels | 1 | | | | 16 | 10 |

Guage of track—4 feet, 8½ inches; 87.68 miles.

TELEGRAPH.

Owned by Company Making this Report.

| TOTAL | | OPERATED BY THIS COMPANY | |
|---------------|---------------|--------------------------|---------------|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire |
| 83.20 | 326.12 | 83.20 | 326.12 |

Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Wire | NAME OF OWNER | NAME OF OPERATING COMPANY |
|---------------|---------------------------------|-----------------------------|
| 81.99 | Western Union Telegraph Co..... | Western Union Telegraph Co. |

Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad Connection Company

HISTORY

Exact name of common carrier making this report—Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad Connection Company.

Date of organization—July 13, 1866.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia—Date of charter, March 3, 1866.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not consolidated.

What carrier operates the road of this company?—Richmond, Fredericksburg and Potomac Railroad Company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-----------------------|-----------------------------|------------------------------------|
| Wm. H. White..... | Richmond, Va..... | November, 1913. |
| Charles Chancey..... | Philadelphia, Pa..... | |
| Lilburn T. Myers..... | Richmond, Va..... | |
| J. Jordan Leake..... | Richmond, Va..... | |
| F. W. Scott..... | Richmond, Va..... | |
| E. A. Palmer..... | Richmond, Va..... | |
| R. H. Wright..... | Richmond, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|--------------------------|----------------------|--------------------------|
| President..... | Wm. H. White..... | Richmond, Va. |
| Secretary-Treasurer..... | W. D. Duke..... | Richmond, Va. |
| General Counsel..... | J. Jordan Leake..... | Richmond, Va. |
| Auditor..... | D. K. Kellogg..... | Richmond, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, W. D. Duke; title, Secretary; address, Richmond, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—November 18, 1912. .
 Date of last closing of stock books before end of year for which this report is made—April 26, 1913.
 Total number of stockholders of record at that date.—59.
 Has each share of stock one vote?—Yes.
 Has any issue of securities contingent voting rights?—No.
 Has any issue of securities special privileges in the election of directors?—No.
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.
 Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name of Every Railway Company the Income of which, from Lease or from other Assignment for Operation, is Included in this Report.

| NAME | TERMINI | | Miles of Line (Single Track) | Name of Lessee |
|--|-------------------------|-------------------|------------------------------|--|
| | From | To | | |
| Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad Connection Co..... | Byrd St., Richmond..... | Elba, Richmond... | 1.21 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad Connection Company (Assignee A. C. L.) |

MILEAGE OF LINE OWNED—By STATES AND TERRITORIES.

| STATE OR TERRITORY | LINE OWNED (Single Track) | | |
|-------------------------|---------------------------|--------------------|-------|
| | Main Line | Branches and Spurs | Total |
| Virginia, State of..... | 1.21 | ..... | 1.21 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Miscellaneous Investments—Physical Property.

| DESIGNATION | State or Territory | Net Investment |
|--|------------------------|----------------|
| Dwelling house and lot, No. 123 South Belvidere St., Richmond, Va..... | State of Virginia..... | \$ 1,251 00 |

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| LEASE OR AGREEMENT | | | | | |
|--|---------------|--------------------------------|------|----|---|
| NAME OF OPERATING COMPANY | Miles of Line | Date | TERM | | Concise Summary of Provisions |
| | | | From | To | |
| Richmond, Fredericksburg and Potomac Railroad Company..... | 1.21 | {Aug. 1, 1866 Apr. 9, 1867} | | | The contract under which the respondent's road is operated is in the form of a lease, dated August 1, 1866, and supplemental agreement dated April 9, 1867, in which the company agrees to reserve by way of rent, a specific sum per capita on passengers and on each 100 pounds of freight, with a guarantee on the part of the lessees, that in case the said rent does not amount to 8 per cent. per annum on the paid-up capital stock of the company (viz. \$140,000), then the deficit is to be made up by the guaranteeing companies. |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 200,000 | All | ----- | 1.21 | \$165,289 |

DISCOUNT ON SECURITIES.

On Stocks.

| CLASS OF STOCK | Net Amount of Discount | CLASS OF BOND OR OBLIGATION |
|--------------------|---------------------------|--------------------------------|
| Capital stock..... | \$ 60,000 | Unpaid installment. |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—STATE OF VIRGINIA.

| ACCOUNT | From Cash or Other Working Assets | Total |
|--------------|---|-------------|
| Ballast..... | \$ 1,776 58 | \$ 1,776 58 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Bridges, trestles and culverts..... | | \$ 3,157 54 | \$ 3,157 54 |
| Ties..... | | 313 91 | 313 91 |
| Rails..... | | 1,289 98 | 1,289 98 |
| Track fastenings and other material..... | | 98 93 | 98 93 |
| Ballast..... | \$ 1,776 58 | 764 25 | 2,540 83 |
| Total..... | \$ 1,776 58 | \$ 5,624 61 | \$ 7,401 19 |
| RECAPITULATION | | | |
| I. Road..... | \$ 1,776 58 | \$ 5,624 61 | \$ 7,401 19 |
| Total—Entire line..... | \$ 1,776 58 | \$ 5,624 61 | \$ 7,401 19 |
| Total—State of Virginia..... | \$ 1,776 58 | \$ 5,624 61 | \$ 7,401 19 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|-------------------------------------|-----------------------------------|------------|
| | Entire Line and State of Virginia | |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ | 141,357 07 |
| Investment since June 30, 1907..... | | 7,401 19 |
| Total..... | \$ | 148,758 26 |
| Net total..... | \$ | 148,758 26 |
| Cost per mile of line..... | | 122,940 71 |

INCOME STATEMENT.

| | | |
|--|----|-----------|
| RAILWAY OPERATING INCOME: | | |
| Deduct railway tax accruals..... | \$ | 789 78 |
| OTHER INCOME: | | |
| Income from lease of road..... | \$ | 42,513 27 |
| Net profit from miscellaneous physical property..... | | 38 55 |
| Income from funded securities..... | | 2,930 56 |
| Income from unfunded securities and accounts..... | | 675 60 |
| Total other income..... | | 46,157 98 |
| Gross income..... | \$ | 45,368 20 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Miscellaneous tax accruals..... | \$ | 15 40 |
| Miscellaneous deductions—Expenses..... | | 1,768 31 |
| Total deductions..... | | 1,783 71 |
| Net income..... | \$ | 43,584 49 |
| DISPOSITION OF NET INCOME: | | |
| Dividend appropriations of income..... | | 20,000 00 |
| Income balance transferred to credit of profit and loss..... | \$ | 23,584 49 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|--------|---------------|
| Balance (at beginning of fiscal period)..... | | \$ 110,501 36 |
| Credit balance transferred from income account..... | | 23,584 49 |
| Total..... | | \$ 134,085 85 |

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Par Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|----------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| Common stock..... | 5 | ----- | \$ 200,000 | \$ 10,000 00 | ----- | 1912 | 1913 |
| | 5 | ----- | 200,000 | 10,000 00 | ----- | 1913 | 1913 |
| Total..... | | ----- | ----- | \$ 20,000 00 | ----- | | |

SECURITIES OWNED.

Marketable Securities—Funded Debt.

| NAME OF CORPORATION AND SECURITY | Par Value of Securities Owned | Cost or Book Value | INTEREST ACCRUED | |
|--------------------------------------|-------------------------------------|-----------------------|------------------|-------------|
| | | | Rate | Amount |
| Other than railway companies—Active: | | | | |
| Virginia Century Bonds:..... | \$ 62,000 00 | \$ 57,700 32 | 3 | \$ 1,530 56 |
| City of Richmond (Va.) Bonds..... | 35,000 00 | 34,237 50 | 4 | 1,400 00 |
| Total..... | \$ 97,000 00 | \$ 91,937 82 | ----- | \$ 2,930 56 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | Par Value | Dividends or Interest |
|---|---------------|--------------------------|
| FUNDED DEBT: | | |
| Funded debt of other than railway companies—Active..... | \$ 97,000 00. | \$ 2,930 56 |

SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY (OR OUT-
SIDE) OPERATIONS AND MISCELLANEOUS INVEST-
MENTS—PHYSICAL PROPERTY.*Miscellaneous Investments—Physical Property.*

| DESIGNATION | Revenue (or Income) | Expenses | Net Income or Loss | Taxes |
|---|------------------------|----------|-----------------------|----------|
| House and lot, 123 South Belvidere, Richmond, Va..... | \$ 110 00 | \$ 71 45 | \$ 38 55 | \$ 15 40 |

RENTS RECEIVABLE.

Income From Lease of Road.

| ROAD LEASED | LOCATION | NAME OF LESSEE | AMOUNT |
|------------------|-------------------|---|--------------|
| Entire line..... | Richmond, Va..... | R., F. & P. R. R. and R. & P. R. R. (assignee A. C. L.)..... | \$ 42,513 27 |

MISCELLANEOUS DEDUCTIONS.

| NATURE OF DEDUCTION | AMOUNT |
|--|-------------|
| Expenses of maintaining organization, salaries of officers, etc..... | \$ 1,768 31 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|---------------|--|---------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 141,357 07 | Road..... | \$ 141,357 07 | |
| 5,624 61 | Investment since June 30, 1907: | 7,401 19 | \$ 1,776 58 |
| | Road..... | | |
| \$ 146,981 68 | Total..... | \$ 148,758 26 | \$ 1,776 58 |
| | <i>III. Other Investments:</i> | | |
| | Miscellaneous investments: | | |
| \$ 1,251 00 | Physical property..... | \$ 1,251 00 | |
| | WORKING ASSETS | | |
| \$ 13,193 03 | Cash..... | \$ 24,496 99 | \$ 11,303 96 |
| 77,400 32 | Marketable securities: | | |
| 10,314 98 | Funded debt..... | 91,937 82 | 14,537 50 |
| | Miscellaneous accounts receivable..... | 40 00 | *10,274 98 |
| \$ 100,908 33 | Total..... | \$ 116,474 81 | \$ 15,566 48 |
| | ACCRUED INCOME NOT DUE | | |
| \$ 1,380 00 | Unmatured interest, dividends and rents receivable..... | \$ 7,626 08 | \$ 6,246 08 |
| | DEFERRED DEBIT ITEMS | | |
| \$ 60,000 00 | Unextinguished discount on capital stock..... | \$ 60,000 00 | |
| \$ 310,521 01 | Grand total..... | \$ 334,110 15 | \$ 23,589 14 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 200,000 00 | Common stock..... | \$ 200,000 00 | |
| | WORKING LIABILITIES | | |
| \$ 19 65 | Miscellaneous accounts payable..... | \$ 24 30 | \$ 4 65 |
| | PROFIT AND LOSS | | |
| \$ 110,501 36 | Balance..... | \$ 134,085 85 | \$ 23,584 49 |
| \$ 310,521 01 | Grand total..... | \$ 334,110 15 | \$ 23,589 14 |

*Decrease.

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|--------------|-------|------------------|------------------|--------------------|-----------------|------------------|-------------------|---|-------------------|--------------------|--|
| From | To | Miles | Number of Curves | Aggregate Length | Length of Straight | Length of Level | Ascending Grades | | | Descending Grades | | |
| | | | | Miles | Miles | | Number | Sum of Ascents | Aggregate Length of Ascending Grades | Number | Sum of Descents | Aggregate Length of Descending Grades |
| Byrd street | Elba station | 1.21 | 5 | .53 | .63 | | 10 | 95.0 | 1.21 | | | |

Bridges, Trestles, Tunnels, Etc.

| ITEM | NUMBER | AGGREGATE LENGTH | | MINIMUM LENGTH | | MAXIMUM LENGTH | | Height of Lowest Above Surface of Rail | |
|---------------|--------|---------------------|------|-------------------|------|-------------------|------|---|-----|
| | | Feet | | Feet | | Feet | | Feet | In. |
| BRIDGES: | | | | | | | | | |
| Iron..... | 1 | 90 | 8-12 | 90 | 8-12 | 90 | 8-12 | | |
| Trestles..... | 2 | 1,770 | | | | 900 | | | |
| Tunnels..... | 1 | 600 | | | | 600 | | | |
| Tunnels..... | 1 | | | | | | | 17 | |

Gauge of track—4 feet, 8½ inches; 1.21 miles.

Richmond and Mecklenburg Railroad Company

HISTORY.

Exact name of common carrier making this report—Richmond and Mecklenburg Railroad Company.

Date of organization—February 21, 1880.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Virginia.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—The Roanoke Valley Railroad Company was chartered in Virginia in 1850 (see Laws of Virginia, 1850-51, p. 61). The property of this company was sold in foreclosure on June 2, 1870, and a new company was organized with the same name, under charter of March 6, 1873 (see Acts of Virginia, 1875-76, chapter 228, p. 271, approved March 29, 1876).

The Richmond and Mecklenburg Railroad Company had the following charters: March 25, 1875 (see Acts of Virginia, 1874-75, p. 266); April 2, 1879 (see Acts of Virginia, 1878-79, p. 368); January 1, 1880 (see Acts of Virginia, 1879-80, p. 12). The Richmond and Mecklenburg Railroad Company acquired all of the property of the Roanoke Valley Railroad Company in the State of Virginia.

What carrier operates the road of this company?—Southern Railway Company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|--------------------|-----------------------------|--|
| A. B. Andrews..... | Raleigh, N. C..... | The directors are elected to hold office for the year ensuing date of election or until their successors are elected and shall have qualified. |
| H. W. Miller..... | Atlanta, Ga..... | |
| J. W. Smith..... | Raleigh, N. C..... | |
| C. N. Freeman..... | Raleigh, N. C..... | |
| W. S. Forbes..... | Richmond, Va..... | |
| C. D. Mackey..... | Raleigh, N. C..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------|--------------------|--------------------------|
| President..... | A. B. Andrews..... | Raleigh, N. C. |
| Secretary..... | H. W. Miller..... | Atlanta, Ga. |
| Treasurer..... | H. C. Ansley..... | Washington, D. C. |
| Auditor..... | A. H. Plant..... | Washington, D. C. |

Officer to whom correspondence concerning this report should be addressed: Name, A. H. Plant; title, Auditor; address, Washington, D. C.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—February 5, 1913.

Date of last closing of stock books before end of year for which this report is made—By-laws make no provision.

Total number of stockholders of record.—185.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1912?—This company is advised that Southern Railway Company controls this company through the ownership of a majority of its capital stock.

ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name of every Railway Company the Income of which, from Lease or from other Assignment for Operation, is Included in this Report.

| NAME | TERMINI | | Miles of Line (Single Track) | Name of Lessee |
|--|--------------------|----------------------|------------------------------|---------------------------|
| | From | To | | |
| Richmond and Mecklenburg R. R. Co..... | Keysville, Va..... | Clarksville, Va..... | 31.30 | Southern Railway Company. |

MILEAGE OF LINE OWNED—By STATES AND TERRITORIES.

| STATE OR TERRITORY | LINE OWNED (Single Track) * | | |
|--------------------|-----------------------------|--------------------|-------|
| | Main Line | Branches and Spurs | Total |
| Virginia..... | 31.30 | ..... | 31.30 |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|-------------------------------|------------------|--------------------|-----------------|-----------------|--|-------------------------------|
| | | Date | TERM | | | |
| | | | From | To | | |
| Southern Railway Company..... | 31.30 | Nov. 1, 1898... | Nov. 1, 1898... | Nov. 1, 1948... | Annual rental equal to 4 per cent. on outstanding bonds. | |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|---|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| Mortgage Bonds: First mortgage..... | 1898 | 1948 | \$ 315,000 | \$ 315,000 | ----- | ----- | ----- | \$ 315,000 | 4 | M. & N. | \$ 12,600 00 | \$ 12,540 00 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD By Respondent | | | Total Par Value Not Held by Respondent | INTEREST | | |
|-------------------------------|-------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|---|-------------------------------------|-----------------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year |
| | | | | | | Charged to Income | Charged to Construction | |
| Mortgage bonds | \$ 315,000 | | | | \$ 315,000 | \$ 12,600 00 | | \$ 12,540 00 |
| PURPOSE OF THE ISSUE | | | | | | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized |
| | | | | | | | | No record |
| Issued for reorganization. | | | | | | | | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|-----------|
| | | To Railways | To Other Properties | Miles | |
| | | | | Miles | Amount |
| Capital stock..... | \$ 362,703 | \$ 362,703 | ----- | 31.30 | \$ 11,587 |
| Funded debt..... | 315,000 | 315,000 | ----- | 31.30 | 10,064 |
| Total..... | \$ 677,703 | \$ 677,703 | ----- | 31.30 | \$ 21,651 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACES MORTGAGED | | | Amount of Mortgage Per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--------------------------------------|--------------------------|----------------------|-------|--|---|
| | From | To | Miles | | |
| First mortgage..... | Keyaville, Va..... | Clarksville, Va..... | 31.30 | \$ 10,064 | All property. |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | | REMARKS |
|--|---------------|---------------|---|
| | Entire Line | State of Va. | |
| INVESTMENT TO JUNE 30, 1907: | | | |
| Road..... | \$596,184 92 | \$ 596,184 92 | |
| Equipment..... | . | . | |
| Investment since June 30, 1907..... | | | *Included in report of Southern Railway Co. |
| Total..... | \$ 596,184 92 | \$ 596,184 92 | |
| Reserve for accrued depreciation—Cr..... | . | . | |
| Net total..... | \$ 596,184 92 | \$ 596,184 92 | |
| Cost per mile of line..... | 19,047 44 | 19,047 44 | |

INCOME STATEMENT.

| OTHER INCOME: | | |
|--|--------------|--------------|
| Income from lease of road..... | \$ 12,600 00 | |
| Total other income..... | | \$ 12,600 00 |
| Gross income..... | | \$ 12,600 00 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Interest deductions for funded debt..... | \$ 12,600 00 | |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|--------------|--------------|
| Balance (at beginning of fiscal period)..... | \$ 81,518 41 | |
| Balance debit (at end of fiscal period) carried to general balance sheet..... | | \$ 81,518 41 |
| Total..... | \$ 81,518 41 | \$ 81,518 41 |

SPECIAL DEPOSITS.

| DESIGNATION OF DEPOSIT AND DESCRIPTION OF SECURITY OR PROPERTY | Cash | Total |
|---|-------------|-------------|
| Amount realized by Southern Railway Company from sale of outlying lands and held by them for specific purposes..... | \$ 9,911 53 | \$ 9,911 53 |

RENTS RECEIVABLE.

Income from Lease of Road.

| ROAD LEASED | LOCATION | NAME OF LESSEE | AMOUNT |
|--|--------------------------------------|-----------------------|--------------|
| Richmond and Mecklenburg R. R. Co..... | Keysville, Va., to Clarksville, Va.. | Southern Railway Co.. | \$ 12,600 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | ASSETS | JUNE 30, 1913 | | Increase or Decrease |
|---------------|------------|--|---------------|------------|-------------------------|
| Amount | | | Amount | | |
| | | PROPERTY INVESTMENT | | | |
| | | I. Road and Equipment: | | | |
| | | Investment to June 30, 1907: | | | |
| 8 | 596,184 92 | Road..... | \$ | 596,184 92 | ----- |
| | | WORKING ASSETS | | | |
| | 160 00 | Cash..... | | 220 00 | \$ 60 00 |
| | | ACCRUED INCOME NOT DUE | | | |
| | 2,100 00 | Unmatured interest, dividends and rents receivable..... | | 2,100 00 | ----- |
| | | DEFERRED DEBIT ITEMS | | | |
| | 9,911 53 | Special deposits..... | | 9,911 53 | ----- |
| | | PROFIT AND LOSS | | | |
| | 81,518 41 | Balance..... | | 81,518 41 | ----- |
| \$ | 689,874 86 | Grand total..... | \$ | 689,934 86 | \$ 60 00 |
| | | LIABILITIES | | | |
| | | Stock | | | |
| \$ | 362,703 33 | Capital stock..... | \$ | 362,703 33 | ----- |
| | | MORTGAGE, BONDED AND SECURED DEBT | | | |
| | 315,000 00 | Funded debt..... | | 315,000 00 | ----- |
| | | WORKING LIABILITIES | | | |
| | 160 00 | Matured interest, dividends and rents unpaid | | 220 00 | \$ 60 00 |
| | | ACCRUED LIABILITIES NOT DUE | | | |
| | 2,100 00 | Unmatured interest, dividends and rents payable..... | | 2,100 00 | ----- |
| | | DEFERRED CREDIT ITEMS | | | |
| | 9,911 53 | Other deferred credit items..... | | 9,911 53 | ----- |
| \$ | 689,874 86 | Grand total..... | \$ | 689,934 86 | \$ 60 00 |

MILEAGE.

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Con- structed During Year | RAILS | |
|--------------------|------------|-----------------------|------------------------|--|-------|-------|
| | Main Line | Branches and Spurs | | | Iron | Steel |
| Virginia..... | 31.30 | ----- | 31.30 | ----- | ----- | 31.30 |

Roaring Fork Railroad Company

HISTORY.

Exact name of common carrier making this report—The Roaring Fork Railroad Company.

Date of organization—September 8, 1904. Charter amended January 28, 1905.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Under laws of Virginia, pursuant to the provision of an act of the General Assembly, entitled "An act concerning corporations," which became a law, May 21, 1903.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|----------------------|-----------------------------|--------------------------------------|
| C. Pardee..... | Philadelphia, Pa..... | } First Wednesday in May, 1914. . |
| C. Pardee, Jr..... | Philadelphia, Pa..... | |
| R. T. Irvine..... | Big Stone Gap, Va..... | |
| Ario Pardee..... | Philadelphia, Pa..... | |
| L. E. Beisel..... | Blackwood, Va..... | |
| C. J. Creveling..... | Blackwood, Va..... | |
| C. F. Rice, Jr..... | Blackwood, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|----------------------|--------------------------|
| President..... | C. Pardee..... | Philadelphia, Pa. |
| First Vice-President..... | Ario Pardee..... | Philadelphia, Pa. |
| Secretary..... | C. J. Creveling..... | Blackwood, Va. |
| Treasurer..... | Ario Pardee..... | Philadelphia, Pa. |
| Attorney, or General Counsel..... | R. T. Irvine..... | Big Stone Gap, Va. |
| Auditor..... | L. H. Hernden..... | Blackwood, Va. |
| General Manager..... | C. J. Creveling..... | Blackwood, Va. |
| Chief Engineer..... | E. L. Gabbie..... | Blackwood, Va. |
| Traffic Manager..... | Geo. S. Fuller..... | Blackwood, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, C. J. Creveling; title, General Manager; address, Blackwood, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

- Date of last meeting of stockholders for election of directors—May 7, 1913.
 Date of last closing of stock books before end of year for which this report is made—October 31, 1912.
 Total number of stockholders of record at that date—8.
 Has each share of stock one vote?—Yes.
 Has any issue of securities contingent voting rights?—No.
 Has any issue of securities special privileges in the election of directors?—No.
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:
 (a) The form of control, whether sole or joint—Sole.
 (b) The name of the controlling corporation or corporations—Blackwood Coal and Coke Company.
 (c) The manner in which control was established—Stock ownership.
 (d) The extent of control—89 per cent. outstanding capital stock.
 (e) Whether control was direct or indirect—Direct.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Class of Roads Named |
|--|-------------------------------|-----------------------|---|
| | From | To | |
| <i>Main Line:</i> | | | |
| Roaring Fork Railroad Company..... | In town of Blackwood, Va..... | Pardee, Va..... | . 61 |
| Roaring Fork Railroad Company..... | Pardee Jct., Va..... | Pardee, Va..... | 1. 01 |
| <i>Operated Under Trackage Rights:</i> | | | |
| Interstate Railroad Company..... | Blackwood, Va..... | Roaring Fork, Va..... | 7. 60 |
| Interstate Railroad Company..... | Roaring Fork, Va..... | Pardee, Va..... | 2. 86 |
| Total..... | | | 12. 08 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------|-------------|---------------------|-------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 128,000 | \$ 128,000 | ..... | 1. 62 | \$ 79,012 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | From Cash or Other Working Assets | | | |
| I. ROAD: | | | | |
| Engineering..... | | | \$ 623 93 | \$ 623 93 |
| Grading..... | | | 5,289 79 | 5,289 79 |
| Bridges, trestles and culverts..... | | | 1,568 33 | 1,568 33 |
| Ties..... | | | 1,533 93 | 1,533 93 |
| Rails..... | | | 3,754 98 | 3,754 98 |
| Frogs and switches..... | | | 802 49 | 802 49 |
| Track fastenings and other material..... | | | 466 43 | 466 43 |
| Ballast..... | | | 559 72 | 559 72 |
| Track laying and surfacing..... | | | 1,436 58 | 1,436 58 |
| Roadway tools..... | | | 18 66 | 18 66 |
| Crossings and signs..... | | | 5 87 | 5 87 |
| Shop machinery and tools..... | | | 175 17 | 175 17 |
| Total..... | | | \$ 16,235 88 | \$ 16,235 88 |
| II. EQUIPMENT: | | | | |
| Steam locomotives..... | | | \$ 17,060 85 | \$ 17,060 85 |
| Freight-train cars..... | | | 15,152 14 | 15,152 14 |
| Total..... | | | \$ 32,212 99 | \$ 32,212 99 |
| III. GENERAL EXPENDITURES: | | | | |
| Other expenditures..... | \$ 8 50 | | \$ 125 00 | \$ 133 50 |
| Total..... | \$ 8 50 | | \$ 125 00 | \$ 133 50 |
| RECAPITULATION | | | | |
| I. Road..... | | | \$ 16,235 88 | \$ 16,235 88 |
| II. Equipment..... | | | 32,212 99 | 32,212 99 |
| III. General expenditures..... | \$ 8 50 | | 125 00 | 133 50 |
| Total—Entire line..... | \$ 8 50 | | \$ 48,573 87 | \$ 48,582 37 |
| Total—State of Virginia..... | \$ 8 50 | | \$ 48,573 87 | \$ 48,582 37 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|--|--------------------------------------|
| | Entire Line and State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 19,048 29 |
| Equipment..... | 13,415 53 |
| Investment since June 30, 1907..... | 48,582 37 |
| Total..... | \$ 81,446 19 |
| Reserve for accrued depreciation—Cr..... | 4,586 44 |
| Net total..... | \$ 76,859 75 |
| Cost per mile of line..... | 47,444 29 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|---|--------------|--------------|
| Rail operations—Revenues..... | \$ 25,518 60 | |
| Rail operations—Expenses..... | 31,964 52 | |
| Net deficit—Rail operations..... | | \$ 6,447 83 |
| Net railway operating deficit..... | | \$ 6,447 83 |
| Railway tax accruals..... | | 778 10 |
| Railway operating loss..... | | \$ 7,225 93 |
| OTHER INCOME: | | |
| Miscellaneous income..... | \$ 71 32 | |
| Total other income..... | | 71 32 |
| Gross income..... | | \$ 7,154 61 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Joint facility rent deductions..... | | 3,948 38 |
| Net loss..... | | \$ 11,102 99 |
| Income balance transferred to debit of profit and loss..... | | \$ 11,102 99 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|--------------|--------------|
| Balance (at beginning of fiscal period)..... | \$ 48,139 31 | |
| Debit balance transferred from income account..... | 11,102 99 | |
| Miscellaneous debits..... | *1,211 39 | |
| Balance debit (at end of fiscal period) carried to general balance sheet..... | | \$ 60,453 69 |
| Total..... | \$ 60,453 69 | \$ 60,453 69 |

*\$1,208.39 interest paid Blackwood Coal and Coke Co. on account; \$3.00 loss and damage to freight.

MISCELLANEOUS INCOME.

| SOURCE OF INCOME | AMOUNT |
|-------------------------------|----------|
| Interest on bank balance..... | \$ 68 02 |
| Damaged freight sold..... | 3 30 |
| Total..... | \$ 71 32 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|--|---|----------------------------------|-------------|
| Tracks: Joint use of main line tracks..... | Between Blackwood and Pardee Junction..... | Interstate Railroad Company..... | \$ 3,948 38 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All new stocks issued—346 shares to Blackwood Coal and Coke Company.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|---------------|--|---------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 19,048 20 | Road..... | \$ 19,048 20 | |
| 13,815 53 | Equipment..... | 13,815 53 | |
| | Investment since June 30, 1907: | | |
| 16,235 88 | Road..... | 16,235 88 | |
| 32,212 99 | Equipment..... | 32,212 99 | |
| 125 00 | General expenditures..... | 133 50 | \$ 8 50 |
| \$ 81,437 69 | | \$ 81,446 19 | \$ 8 50 |
| 3,205 48 | Reserve for accrued depreciation—Cr..... | 4,586 44 | 1,380 96 |
| \$ 78,232 21 | Total..... | \$ 76,859 75 | \$ *1,372 46 |
| | WORKING ASSETS | | |
| \$ 3,438 41 | Cash..... | \$ 6,514 91 | \$ 3,076 71 |
| 886 57 | Loans and bills receivable..... | 2,459 53 | 1,572 96 |
| \$ 4,324 78 | Total..... | \$ 8,974 45 | \$ 4,649 67 |
| | DEFERRED DEBIT ITEMS | | |
| \$ 112 07 | Rents and insurance paid in advance..... | \$ 173 13 | \$ 61 06 |
| | PROFIT AND LOSS | | |
| \$ 48,139 31 | Balance..... | \$ 60,453 69 | \$ 12,314 38 |
| \$ 130,808 37 | Grand total..... | \$ 146,461 02 | \$ 15,652 65 |
| | LIABILITIES | | |
| \$ 93,400 00 | Common stock..... | \$ 128,000 00 | \$ 34,600 00 |
| | WORKING LIABILITIES | | |
| \$ 36,703 16 | Loans and bills payable..... | \$ 17,131 08 | \$ *19,572 08 |
| 705 21 | Miscellaneous accounts payable..... | 1,329 94 | 624 73 |
| \$ 37,408 37 | Total..... | \$ 18,461 02 | \$ *18,947 35 |
| \$ 130,808 37 | Grand total..... | \$ 146,461 02 | \$ 15,652 65 |

*Decrease.

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

None.

Average number employed during year—Trainmen, 11; switch tenders, crossing tenders, and watchmen, 1; stationmen, 3; shopmen, 1; trackmen, 6; total, 22.

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | | | | | | | |
|-------------------------------|-------------|-------|------------------|-------|---------------------------------|---------|-------------------------|----------------------|--------|----------------|------|-------|--------------------------------------|--------|-----------------|------|-------|---------------------------------------|
| From | To | Miles | Number of Curves | Miles | Aggregate Length of Curved Line | Miles | Length of Straight Line | Length of Level Line | Number | Sum of Ascents | Feet | Miles | Aggregate Length of Ascending Grades | Number | Sum of Descents | Feet | Miles | Aggregate Length of Descending Grades |
| Line in town of Blackwood. | | .61 | 2 | .61 | | .61 | | | | | | | | | | | | |
| Pardee Jct., Va. | Pardee, Va. | 1.01 | 6 | .35 | .66 | .66 | | | 1 | 16.6 | | 1.01 | | | | | | |
| Total | | 1.62 | 8 | .96 | .66 | .66 | | .61 | 1 | 16.6 | | 1.01 | | | | | | |

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | Aggregate Length | | Minimum Length | | Maximum Length | | Height of Lowest Surface of Rail | |
|--|--------|------------------|--|----------------|--|----------------|--|----------------------------------|-----|
| | | Feet | | Feet | | Feet | | Feet | In. |
| Bridges: | | | | | | | | | |
| Wooden | | | | | | | | | |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | | | | |
| Blackwood Coal and Coke Company's Larry Tracks | 4 | 344 | | 50 | | 132 | | | |
| | 1 | | | | | | | 17 | 6 |

Gauge of track—4 feet, 8½ inches; 1.62 miles.

Rosslyn Connecting Railroad Company

HISTORY

Exact name of common carrier making this report—Rosslyn Connecting Railroad Company.

Date of organization—Charter granted February 29, 1904—Organization meeting held March 3, 1904.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—The Rosslyn Connecting Railroad Company is a corporation organized under an act of the General Assembly of the Commonwealth of Virginia, entitled "An act concerning corporations," which became a law on the 21st day of May, 1903.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not a consolidated company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|--------------------------|-----------------------------|------------------------------------|
| Jno. P. Green..... | Philadelphia, Pa..... | } June 11, 1914. |
| E. T. Postlethwaite..... | Philadelphia, Pa..... | |
| George Wood..... | Philadelphia, Pa..... | |
| Henry Tatnall..... | Philadelphia, Pa..... | |
| W. W. Atterbury..... | Philadelphia, Pa..... | |
| A. J. County..... | Philadelphia, Pa..... | |
| W. A. Patton..... | Philadelphia, Pa..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|------------------------------|------------------------------|--------------------------------------|
| President..... | A. J. County..... | Broad St. Station, Philadelphia, Pa. |
| Vice-President..... | Henry Tatnall..... | Broad St. Station, Philadelphia, Pa. |
| Secretary..... | Lewis Neilson..... | Broad St. Station, Philadelphia, Pa. |
| Treasurer..... | Jas. F. Fahnestock..... | Broad St. Station, Philadelphia, Pa. |
| General Solicitor..... | George Stuart Patterson..... | Broad St. Station, Philadelphia, Pa. |
| General Counsel..... | F. I. Gowen..... | Broad St. Station, Philadelphia, Pa. |
| Comptroller..... | C. M. Bunting..... | Broad St. Station, Philadelphia, Pa. |
| Assistant Comptroller..... | E. A. Stockton..... | Broad St. Station, Philadelphia, Pa. |
| Assistant Comptroller..... | J. S. Donaldson..... | Broad St. Station, Philadelphia, Pa. |
| General Manager..... | S. C. Long..... | Broad St. Station, Philadelphia, Pa. |
| Chief Engineer..... | A. C. Shand..... | Broad St. Station, Philadelphia, Pa. |
| General Superintendent..... | E. F. Brooks..... | Wilmington, Del. |
| Freight Traffic Manager..... | R. C. Wright..... | Broad St. Station, Philadelphia, Pa. |
| General Freight Agent..... | Geo. D. Ogden..... | Broad St. Station, Philadelphia, Pa. |
| General Freight Agent..... | Walter Thayer..... | Broad St. Station, Philadelphia, Pa. |

Officer to whom correspondence concerning this report should be addressed: Name, C. M. Bunting; title, Comptroller; address, Broad Street Station, Philadelphia, Pa.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—June 12, 1913.

Date of last closing of stock books before end of year for which this report is made—Books never close.

Total number of stockholders of record—8.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—Philadelphia, Baltimore and Washington Railroad Company.

(c) The manner in which control was established—Right through title to securities.

(d) The extent of control—100 per cent.

(e) Whether control was direct or indirect—Direct.

TRACKS OPERATED.

List of Tracks the Operations of Which are Included in This Report.

| NAME OF OWNER | FROM | TO | MILES OF TRACK | | |
|--|------------------------------------|--------------------------------|----------------|------------------------|-------|
| | | | Main Track | Yard Track and Sidings | Total |
| <i>Tracks Owned:</i> Rosslyn Connecting R. R. Co..... | South end of Washington Long Bdg.. | Rosslyn, Va..... | 2.69 | 1.42 | 4.11 |
| <i>Trackage Rights:</i> Washington Southern Ry. Co..... | Jct. Wash. Sou. Ry. | South end Washington Long Bdg. | .45 | .19 | .64 |
| Total..... | | | 3.14 | 1.61 | 4.75 |

Are the tracks of the respondent operated primarily in the interest of any industrial, manufacturing, or other corporation, firm, or individual?—No.

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------|-------------|---------------------|-------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 100,000 | \$ 100,000 | | 2.69 | \$ 37,175 |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | From Special Appropriations | Total |
|-------------------------------------|---|--------------------------------|-----------|
| Station buildings and fixtures..... | | \$ 242 89 | \$ 242 89 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Grading..... | | \$ 2,178 27 | \$ 2,178 27 |
| Ties..... | | 192 77 | 192 77 |
| Rails..... | | 197 24 | 197 24 |
| Frogs and switches..... | | 164 47 | 164 47 |
| Track fastenings and other material..... | | 135 29 | 135 29 |
| Track laying and surfacing..... | | 447 33 | 447 33 |
| Station buildings and fixtures..... | \$ 242 89 | | 242 89 |
| Rent of equipment..... | | 135 48 | 135 48 |
| Total..... | \$ 242 89 | \$ 3,450 85 | \$ 3,693 74 |
| RECAPITULATION | | | |
| I. Road..... | \$ 242 89 | \$ 3,450 85 | \$ 3,693 74 |
| Total—Entire line..... | \$ 242 89 | \$ 3,450 85 | \$ 3,693 74 |
| Total—State of Virginia..... | \$ 242 89 | \$ 3,450 85 | \$ 3,693 74 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|-------------------------------------|--------------------------------------|
| | Entire Line and State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 95,866 00 |
| Investment since June 30, 1907..... | 3,693 74 |
| Total..... | \$ 99,559 74 |
| Net total..... | \$ 99,559 74 |
| Cost per mile of line..... | 37,011 06 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|---|--------------|-------------|
| Rail operations—Revenues..... | \$ 12,117 14 | |
| Rail operations—Expenses..... | 16,978 82 | |
| Deficit—Rail operations..... | | \$ 4,861 68 |
| Net railway operating deficit..... | | \$ 4,861 68 |
| Railway tax accruals..... | | 1,046 66 |
| Railway operating loss..... | | \$ 5,908 34 |
| OTHER INCOME: | | |
| Joint facility rent income..... | \$ 25 | |
| Miscellaneous rent income..... | 978 12 | |
| Total other income..... | | 978 37 |
| Loss..... | | \$ 4,929 97 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Hire of equipment—Debit balance..... | \$ 268 19 | |
| Total deductions..... | | 268 19 |
| Loss..... | | \$ 5,198 16 |
| DISPOSITION OF NET INCOME: | | |
| Appropriations of income for additions and betterments..... | | 242 89 |
| Income balance transferred to debit of profit and loss..... | | \$ 5,441 05 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|--------------|--------------|
| Balance (at beginning of fiscal period)..... | \$ 32,288 47 | |
| Debit balance transferred from income account..... | 5,441 05 | |
| Balance debit (at end of fiscal period) carried to general balance sheet..... | | \$ 37,729 52 |
| Total..... | \$ 37,729 52 | \$ 37,729 52 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

None.

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission?—No.

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

Temporary Advances for Various Purposes.

| NAME OF COMPANY | AMOUNT |
|-----------------------------------|--------------|
| P. B. & W. R. R. Co. advances for | |
| Construction..... | \$ 3,693 74 |
| Operation..... | 32,227 81 |
| Total..... | \$ 35,921 55 |

RENTS RECEIVABLE.

Joint Facility Rent Income.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|-----------------|--|------------------------|--------|
| Tracks..... | Jet. W. S. Ry. to Columbia Cotton Oil and Provision Co..... | Wash. Sou. Ry. Co..... | \$ 25 |

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Amount |
|--------------------------------------|-----------------------|-------------|-----------|
| Coal trestle, Rosslyn, Va..... | Alleghany County..... | \$ 766 12 | \$ 766 12 |
| Land, Rosslyn, Va..... | Alleghany, Va..... | 140 00 | 140 00 |
| Miscellaneous items..... | | 72 00 | 72 00 |
| Total..... | | \$ 978 12 | \$ 978 12 |

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|-------------------------------------|------|---------------------------------------|------|----------------------------|
| | *LOCOMOTIVE- DAYS OR CAR-DAYS | | *LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCURED ON EQUIPMENT BORROWED: | | | | | |
| Passenger locomotives..... | | | | | \$ 201 60 |
| Freight locomotives..... | | | | | |
| Work locomotives..... | | | | | |
| Passenger-train cars..... | | | | | 1 02 |
| Freight-train cars..... | | | | | 65 57 |
| Total..... | | | | | \$ 268 19 |

*The greater portion of the equipment, for the use of which these payments are made, being pooled along with that of other lines in P. R. R. system, it is not possible to furnish this information.

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Payable |
|--|--------------|
| Equipment interchanged..... | \$ 268 19 |
| Balance, as shown in income statement..... | \$ 268 19 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|---------------|---|---------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 95,866 00 | Road..... | \$ 95,866 00 | |
| 3,450 85 | Investment since June 30, 1907: | 3,693 74 | \$ 242 80 |
| | Road..... | | |
| \$ 99,316 85 | Total..... | \$ 99,559 74 | \$ 242 80 |
| | PROFIT AND LOSS | | |
| \$ 31,667 65 | Balance..... | \$ 36,865 81 | \$ 5,198 16 |
| \$ 130,984 50 | Grand total..... | \$ 136,425 55 | \$ 5,441 05 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 100,000 00 | Common stock..... | \$ 100,000 00 | |
| | WORKING LIABILITIES | | |
| \$ 30,509 50 | Working advances due to other companies.. | \$ 35,921 55 | \$ 5,412 05 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 475 00 | Taxes accrued..... | \$ 504 00 | \$ 29 00 |
| \$ 130,984 50 | Grand total..... | \$ 136,425 55 | \$ 5,441 05 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|---|-------------------|---------|--------|---------|
| | TRAINMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Jumping on or off trains, locomotives, or cars..... | | 1 | | 1 |
| Other causes..... | | 1 | | 1 |
| Total..... | | 2 | | 2 |

Average number employed during year—Trainmen, 6; stationmen, 10; shopmen, 2; trackmen, 11; telegraph employees, 2; other employees, 3; total, 34.

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | ALIGNMENT | | | PROFILE | | | | | |
|-------------------------------|--------------|-----------|------------------|--|----------------------------------|-------------------------------|--------|---------------------------|--|---|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Descending Grades |
| | | | | | | | | | | |
| So. end Long Bridge, Wash. | Roselyn, Va. | 2.60 | 7 | 1.20 | 1.49 | .65 | | | | |
| | | | | | | | 2 | 45.0 | | Aggregate Length of Descending Grades Miles |
| | | | | | | | | | | 2.04 |

Bridges, Trestles, Tunnels, Etc.

| ITEM | NUMBER | Aggregate Length Feet | MINIMUM LENGTH Feet | MAXIMUM LENGTH Feet |
|----------|--------|--------------------------|------------------------|------------------------|
| Bridges: | | | | |
| Stone | 2 | 23 | 11 | 12 |
| Iron | 1 | 47 | 47 | |
| Total | 3 | 70 | | |
| Trestles | 1 | 126 | 126 | 126 |

Gauge of track—4 feet, 8½ inches; 2.60 miles.

Seaboard Air Line Railway

HISTORY

Exact name of common carrier making this report—Seaboard Air Line Railway.

Date of organization—August 5, 1897, as Richmond, Petersburg and Carolina Railroad Company, successor to Virginia and Carolina Railroad Company, which latter was incorporated by acts of General Assembly of Virginia, February 23, 1882, and of North Carolina, February 7, 1883. Receivers appointed and assumed charge of properties January 2, 1908. Adjustment plan approved and decree directing receivers to turn over the property and business under their control to Seaboard Air Line Railway at midnight, November 4, 1909, entered and filed October 18, 1909. Conditions prescribed in said decree duly complied with, and decree discharging receivers entered and filed December 18, 1909.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Virginia, February 23, 1882, as Virginia and Carolina Railroad Company, and North Carolina, February 7, 1883, as Virginia and Carolina Railroad Company, the purchaser of whose property and franchises at judicial sale, became incorporated as Richmond, Petersburg and Carolina Railroad Company, which, by act of Virginia Assembly, January 12, 1900, and act of North Carolina Assembly, January 31, 1899, became legal successors of Virginia and Carolina Railroad Company. Change of name to Seaboard Air Line Railway, authorized by circuit court of city of Richmond, Virginia, April 10, 1900.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:

The following constituent companies were parties to the consolidation effected November 7, 1901, forming Seaboard Air Line Railway:

Seaboard Air Line Railway—Organized as Richmond, Petersburg and Carolina Railroad Company, successor to Virginia and Carolina Railroad Company; incorporated under laws of Virginia, acts February 23, 1882, amended March 6, 1886, February 24, 1888, February 12, 1890; consolidation authorized by act January 12, 1900; of North Carolina, acts February 7, 1883, January 31, 1899, February 22, 1899; consolidation authorized by act of February 27, 1901.

Raleigh and Gaston Railroad Company—Incorporated under laws of North Carolina, act January 29, 1851; amended and enlarged by acts of December 25, 1852, January 20, 1855, February 23, 1861, December 16, 1865, January 19, 1866, March 4, 1867, December 4, 1871, March 1, 1897; consolidation authorized by act of February 16, 1899, as amended by act ratified February 24, 1899.

Raleigh and Augusta Air Line Railroad Company—To which name was changed by act ratified December 13, 1871; organized as Chatham Railroad Company, under laws of North Carolina, act of February 15, 1861; amended,

HISTORY—CONTINUED.

modified and enlarged by acts February 23, 1861, February 5, 1863, January 30, 1862, February 10, 1862, August 3, 1868, August 15, 1868, April 10, 1869, April 1, 1871, December 13, 1871, February 23, 1885, March 6, 1891; consolidation authorized by act of February 16, 1899.

Carolina Central Railroad Company—Organized under the laws of North Carolina, act of March 1, 1873, and by act of January 18, 1881, legal possessor of rights, powers and franchises of Carolina Central Railway Company, incorporated by act February 20, 1873; charter amended, modified and enlarged by acts March 2, 1887, March 7, 1887; consolidation authorized by act ratified February 16, 1899.

Georgia, Carolina and Northern Railway Company—A consolidated corporation of the States of North Carolina, South Carolina and Georgia, name was changed by act of legislature of State of South Carolina; approved December 24, 1886, from Chester, Greenwood and Abbeville Railroad Company; organized under laws of South Carolina, act of December 22, 1885; consolidation authorized under act approved February 27, 1899, and under general laws of State; incorporated under laws of Georgia by act approved December 7, 1886; consolidation effected under general law; incorporated under laws of North Carolina by act ratified January 18, 1887; consolidation authorized by act ratified February 16, 1899.

Seaboard Air Line Belt Railroad Company—Incorporated July 22, 1892, and consolidated under general laws of State of Georgia.

Palmetto Railroad Company—Organized under laws of South Carolina, act approved December 21, 1882; amended by acts of December 26, 1884, and December 22, 1886; consolidation authorized under act approved February 27, 1899, laws of North Carolina, act of February 7, 1883; amended by act of February 3, 1891; consolidation authorized by act ratified February 16, 1899.

Chesterfield and Kershaw Railroad Company—Organized under laws of South Carolina, acts approved December 24, 1889; consolidation authorized under act approved February 27, 1899.

South Bound Railroad Company—Organized under laws of South Carolina, act approved February 9, 1882; amended and enlarged by acts approved December 24, 1886, December 24, 1887, December 24, 1889, December 24, 1890, December 24, 1892; consolidation authorized under act approved February 27, 1899; Georgia, organized under act approved September 26, 1889, recognizing and confirming organization under certificate of incorporation obtained from Secretary of State, November 5, 1888.

Seaboard Air Line Railway—The corporation formed by such consolidation, was, by agreement, dated June 27, 1903, filed in the office of the Secretary of State for the States of Virginia, South Carolina, Georgia, Florida and Alabama, August 15, 1903, and for the State of North Carolina, August 17, 1903, and under such general and special laws of the several States, merged with the Florida Central and Peninsular Railway Company, the corporation formed by the merger and consolidation of the Florida Central and Peninsular Railroad Company, incorporated under the laws of Florida, by letters patent issued November 17, 1888; amended and enlarged December 13, 1892, and by act of legislature approved June 4, 1897, and the South Bound Railroad Company, under agreement dated December 27, 1899.

HISTORY—CONTINUED.

The following constituent companies of the Seaboard Air Line Railway were purchased:

Durham and Northern Railway Company—Organized under the laws of North Carolina, act of February 2, 1887, acquired under indenture dated September 13, 1901; purchase authorized under law of Virginia, act of January 12, 1900; North Carolina, acts of February 16, 1899, and February 27, 1901.

Logansville and Lawrenceville Railroad of Georgia—Organized under the general laws of Georgia, under charter issued by the Secretary of State, March 30, 1898; acquired under indenture dated February 27, 1902; purchase authorized under laws of Virginia and North Carolina by special acts of legislature, as indicated above, and general laws of Georgia.

Georgia and Alabama Railway—A consolidated corporation under the general laws of Georgia and Alabama, organized under general laws of Georgia, under charter issued by Secretary of State, July 26, 1895; certificates amending and enlarging charter filed or recorded January 25, 1896, November 9, 1898; organized under general laws of Alabama under charter issued by Secretary of State, July 20, 1895; amended by acts of legislature, February 8, 1897, and February 3, 1899; acquired under indenture dated February 20, 1902; purchase authorized under laws of Virginia and North Carolina by special acts of legislature, as indicated above, and general laws of South Carolina, Georgia and Alabama.

Oxford and Coast Line Railroad Company—Organized under laws of North Carolina, act of March 5, 1891; acquired under indenture dated June 28, 1906, purchase authorized under special laws of Virginia and North Carolina, as indicated above, and under general laws of other States.

Catawba Valley Railway—Organized May 9, 1906, under general laws of South Carolina, particularly sections 1917-1934, inclusive, Code of 1902; acquired under indenture dated September 27, 1909; purchase authorized under special statutes of Virginia and North Carolina and under general laws of South Carolina.

Florida West Shore Railway—Organized October 20, 1899, under general laws of Florida, letters patent incorporating the United States and West Indies Railroad and Steamship Company, issued January 5, 1900; name changed to Florida West Shore Railway by resolutions adopted May 5, 1903, which were approved, and authority to exercise powers and privileges of the corporation granted to said Florida West Shore Railway by letters patent issued May 9, 1903, and charter further amended, modified and enlarged by letters patent issued June 17, 1903, and August 22, 1906; acquired by indenture dated September 30, 1909; purchase authorized under special laws of States of Virginia and North Carolina and general laws of State of Florida.

Tallahassee, Perry and Southeastern Railway—Organized November 22, 1905, under general laws of Florida, and acquired by purchase the properties of the Tallahassee Southeastern Railway Company, chartered originally as the Florida, Georgia and Western Railway Company, by act of legislature approved May 7, 1891; charter amended and enlarged by chapter 4263 of the laws of Florida, approved May 20, 1893; name changed to Tallahassee Southeastern Railway, chapter 4477, laws of Florida, approved May 30, 1895; charter further amended and enlarged by chapter 4624 of the laws of Florida,

HISTORY—CONTINUED.

approved May 31, 1897, and chapter 5023 of the laws of Florida, approved May 28, 1901; acquired by Seaboard Air Line Railway by indenture dated September 29, 1909; purchase authorized under special laws of Virginia and North Carolina and general laws of the State of Florida.

Plant City, Arcadia and Gulf Railway—Organized February 7, 1905, under general laws of State of Florida, to operate the railroad formerly owned by the Wannee Lumber and Veneer Company, and originally a wooden tramroad, constructed in 1898, for use in its logging operations; reorganized under general laws of Florida February 7, 1905; acquired by indenture dated September 28, 1909; purchase authorized under special laws of States of Virginia and North Carolina and general laws of State of Florida.

Atlantic, Suwannee River and Gulf Railway Company—Incorporated under laws of Florida by act approved May 24, 1893; acquired by indenture dated September 30, 1909; purchase authorized under special laws of Virginia and North Carolina and general laws of Florida.

Atlanta and Birmingham Air Line Railway—A consolidated corporation composed of:

(a) The East and West Railroad Company—Incorporated in Alabama under general laws by letters patent issued January 11, 1894; incorporated in Georgia January 15, 1896, and branch line from Rockmart to point near Marietta, Georgia, built under general laws (Code 1895); and,

(b) Chattahoochee Terminal Railway—Incorporated and chartered under and by virtue of general laws of State of Georgia (Code 1895) February 16, 1903.

Consolidation effected under general laws of States of Georgia and Alabama, May 20, 1903; decree directing receivers (appointed February 24, 1908, and March 17, 1909, respectively) to turn over the property and business under their control to the railway, entered and filed October 19, 1909; conditions prescribed in said decree duly complied with and receivers discharged by decree entered December 30, 1909; acquired by Seaboard Air Line Railway under indenture dated September 30, 1909; purchase authorized under special laws of Virginia and North Carolina and general laws of States of Georgia and Alabama.

Seaboard and Roanoke Railroad Company—(Controlled by stock ownership) Incorporated under laws of Virginia, act of February 27, 1846, and prior acts, as successor of Portsmouth and Roanoke Railroad Company, incorporated by act passed March 8, 1832; united with Roanoke Railroad Company under act of February 1, 1848; charter modified, amended and enlarged by acts of March 17, 1849, January 10, 1851, March 28, 1851, February 19, 1852, March 19, 1852; permanent provision of charter declared and acts inconsistent therewith repealed by act passed January 26, 1853; amended and enlarged January 9, 1856, February 18, 1858, January 18, 1872, November 29, 1884, March 1, 1886, January 26, 1892; under laws of North Carolina, act of January 16, 1849, uniting the Roanoke Railroad Company, incorporated under act ratified January 15, 1847, with Seaboard and Roanoke Railroad Company; modified, amended and enlarged by act of January 29, 1849, December 28, 1850, January 17, 1851, January 28, 1851; permanent provisions of charter declared and acts inconsistent therewith repealed by act ratified November

HISTORY—CONTINUED.

29, 1852; amended and enlarged by acts January 9, 1855, February 2, 1857; acquired by Seaboard Air Line Railway by deed dated September 15, 1911, purchase authorized under general and special laws of Virginia and North Carolina.

Roanoke and Tar River Railroad Company—Organized under laws of North Carolina, acts February 25, 1871, March 5, 1885; amended and enlarged by acts of February 28, 1887, and March 2, 1887; acquired by Seaboard Air Line Railway by deed dated September 15, 1911; purchase authorized under general and special laws of Virginia and North Carolina.

In addition to the above, the *Georgia and Alabama Terminal Company* (controlled through stock ownership) organized under laws of Georgia under charter issued November 9, 1898, forms, and is operated as a part of the Seaboard Air Line Railway system.

Date and authority for each consolidation. Data given in answer to next preceding question.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—Reorganization effected without sale or foreclosure by restoration of properties to owners, because of conditions making such a course best in the interest of stockholders and creditors of the corporation.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|--------------------------|-----------------------------|--|
| Milton E. Ailes..... | Washington, D. C..... | November 13, 1913, or until successors are elected. |
| James A. Blair..... | New York City..... | |
| Franklin Q. Brown..... | New York City..... | |
| Charles R. Capps..... | Norfolk, Va..... | |
| James C. Colgate..... | Bennington, Vt..... | |
| Samuel L. Fuller..... | New York City..... | |
| W. J. Harahan..... | Norfolk, Va..... | |
| Wilson S. Kinnear..... | New York City..... | |
| Mills B. Lane..... | Savannah, Ga..... | |
| L. F. Loree..... | New York City..... | |
| Robert F. Maddox..... | Atlanta, Ga..... | |
| N. S. Meldrum..... | New York City..... | |
| J. Wm. Middendorf..... | Baltimore, Md..... | |
| Norman B. Ream..... | Thompson, Conn..... | |
| Fergus Reid..... | Norfolk, Va..... | |
| M. T. Rosen..... | New York City..... | |
| Charles H. Sabin..... | New York City..... | |
| Townsend Scott..... | Baltimore, Md..... | |
| Benjamin Strong, Jr..... | New York City..... | |
| J. P. Taliaferro..... | Jacksonville, Fla..... | |
| Frank A. Vanderlip..... | New York City..... | |
| S. Davies Warfield..... | Baltimore, Md..... | |
| Geo. W. Watts..... | Durham, N. C..... | |
| A. H. Wiggin..... | New York City..... | |
| A. H. Woodward..... | Birmingham, Ala..... | |
| B. F. Yoakum..... | New York City..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|------------------------------------|-------------------------|--------------------------|
| Chairman of the Board..... | S. Davies Warfield..... | Baltimore, Md. |
| President..... | W. J. Harahan..... | Norfolk, Va. |
| Vice-President..... | Charles R. Capps..... | Norfolk, Va. |
| Assistant to President..... | W. L. Seddon..... | Norfolk, Va. |
| Secretary..... | D. C. Porteous..... | New York City. |
| Treasurer and Asst. Secretary..... | Robt. L. Nutt..... | Portsmouth, Va. |
| General Counsel..... | Leph R. Watts..... | Portsmouth, Va. |
| Comptroller..... | H. W. MacKenzie..... | Portsmouth, Va. |
| Assistant Comptroller..... | T. W. Mathews..... | Portsmouth, Va. |
| General Manager..... | H. W. Stanley..... | Portsmouth, Va. |
| Chief Engineer..... | W. D. Faucette..... | Portsmouth, Va. |
| Freight Traffic Manager..... | L. E. Chalenor..... | Norfolk, Va. |
| General Freight Agent..... | G. S. Raines..... | Norfolk, Va. |
| General Passenger Agent..... | C. B. Ryan..... | Norfolk, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, H. W. MacKenzie; title, Comptroller; address, Portsmouth, Va.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

| NAME | CONTROL | | | | | Other Parties to Agreement for Joint Control |
|--|---------------|----------------------|----------------------------|--------------------|--|--|
| | Sole or Joint | How Established | Extent | Direct or Indirect | If Indirect, Name of Intermediary Through Which Control is Established | |
| <i>Active Corporations:</i> Jacksonville Terminal Co..... | Joint | "A" | 25 per cent. | Direct | | Southern, A. C. L., G. S. & F., F. E. C. |
| Savannah Union Station Co..... | " | " | 33 $\frac{1}{3}$ per cent. | " | | A. C. L., Southern. |
| Durham Union Station Company..... | " | " | 25 per cent. | " | | Sou., N. & W.; Durham & Sou. |
| Athens Terminal Company..... | " | " | 50 per cent. | " | | Gainesville Midland. |
| Tampa Union Station Company..... | " | " | 33 $\frac{1}{3}$ per cent. | " | | A. C. L., Tampa Northern. |
| Birmingham Terminal Company..... | " | " | 16 $\frac{2}{3}$ per cent. | " | | (Sou., I. C., C. of Ga., St. L. & N. P., A. G. S.) |
| Albany Passenger Terminal Co..... | " | " | 20 per cent. | " | | A. C. L., C. of Ga., Ga. Nor., G. S. W. & G. |
| Wilmington Ry. Bridge Co..... | " | " | 50 per cent. | " | | A. C. L. |
| Norfolk and Portsmouth Belt Line Railroad..... | " | " | 14 2-7 per cent. | " | | C. & O., Sou., A. C. L., N. & W., N. S., N. Y. P. & N. |
| Chesapeake and Lancaster Railroad Company..... | Sole | " | 60 per cent. | " | | |
| Raleigh and Charleston R. R. Co..... | " | " | 100 per cent. | " | | |
| North Northern Railroad Co..... | " | " | 100 per cent. | " | | |
| North and South Carolina Ry. Co..... | " | " | 100 per cent. | " | | |
| Baltimore Steam Packet Co..... | " | " | 100 per cent. | " | | |
| Tampa Terminal Company..... | " | " | 100 per cent. | " | | |
| North Carolina Terminal Co..... | " | " | 100 per cent. | " | | |
| Richmond-Washington Company..... | Joint | " | 16 $\frac{2}{3}$ per cent. | " | | Penna., C. & O., B. & O., A. C. L., Sou. |
| <i>Inactive Corporations:</i> Georgia and Alabama Terminal Company..... | Sole | Stock ownership..... | 100 per cent. | Indirect | Georgia Construction Co. | |

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—November 14, 1912.

Date of last closing of stock books before end of year for which this report is made—October 31, 1912.

Total number of stockholders of record at that date—922.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|---------------------------|------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Seaboard Air Line Ry.... | Acca..... | Norlina..... | 102.10 | |
| | Portsmouth..... | Weldon..... | 78.60 | |
| | Boykins..... | Lewiston..... | 35.00 | |
| | Weldon..... | Raleigh..... | 96.20 | |
| | Franklinton..... | Louisburg..... | 10.00 | |
| | Henderson..... | Durham..... | 41.40 | |
| | Dickerson..... | Oxford..... | 4.51 | |
| | Raleigh..... | Hamlet..... | 96.60 | |
| | Moncure..... | Pittsboro..... | 11.20 | |
| | Wilmington..... | Rutherfordton..... | 264.63 | |
| | Ellenboro..... | Caroleen..... | 4.70 | |
| | Mill Junction..... | Henrietta Mills..... | 1.70 | |
| | Monroe..... | Belt Junction..... | 261.10 | |
| | Belt Junction..... | Inman Park..... | 8.10 | |
| | Spence..... | Great Falls..... | 21.43 | |
| | Lawrenceville..... | Logansville..... | 10.33 | |
| | Hamlet..... | Cheraw..... | 18.28 | |
| | Cheraw..... | Camden..... | 54.94 | |
| | Camden..... | Columbia..... | 32.66 | |
| | Columbia..... | Savannah..... | 138.55 | |
| | Savannah..... | Meldrim..... | 16.99 | |
| | Lyons..... | Montgomery..... | 262.99 | |
| | Columbus..... | Albany..... | 88.00 | |
| | Abbeville..... | Ocilla..... | 30.80 | |
| | Savannah..... | Hutchinson Island..... | 2.08 | |
| | Savannah..... | Jacksonville..... | 138.96 | |
| | Jacksonville..... | River Junction..... | 209.06 | |
| | Drifton..... | Monticello..... | 4.38 | |
| | Tallahassee..... | St. Marks..... | 20.35 | |
| | St. Marks Junction..... | Waylonzo..... | 38.83 | |
| | Fernandina..... | Amelia Beach..... | .25 | |
| | Fernandina..... | Cedar Key..... | 155.70 | |
| | Starke..... | Wannee..... | 56.76 | |
| | Buda..... | Norwills..... | 9.84 | |
| | Waldo..... | Plant City..... | 132.94 | |
| | Wildwood..... | Tavares..... | 22.00 | |
| | Orlando..... | Lake Charm..... | 16.35 | |
| | Sumterville Junction..... | Sumterville..... | 2.23 | |
| | Summerfield..... | Lake Weir..... | 7.65 | |
| | N. & S. Connection..... | Jacksonville..... | .85 | |
| | Plant City..... | Tampa..... | 22.50 | |
| | Tavares..... | Orlando..... | 32.00 | |
| | Archer..... | Early Bird..... | 28.75 | |
| | Early Bird..... | Dunnellon..... | 14.40 | |

ROAD OPERATED—ENTIRE LINE—CONTINUED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|--|--------------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line—Continued:</i> | | | | |
| Seaboard Air Line Ry.... | Conn. Camps Ry..... | Inverness..... | 16.23 | |
| | Dunnellon..... | Camps Railway..... | 1.30 | |
| | Dunnellon cut off..... | Withlacoochee River..... | .63 | |
| | Dunnellon..... | Conn., near Blue Run Mine..... | .69 | |
| | Turkey Creek..... | Durant..... | 4.33 | |
| | Durant..... | Sarasota..... | 53.34 | |
| | Sarasota..... | Venice..... | 20.18 | |
| | Plant City..... | Welcome..... | 13.13 | |
| | Keysville..... | Nichols..... | 4.70 | |
| | Edison Junction..... | Agricola..... | 12.34 | |
| | Nichols..... | Phos. Mining Co. Track..... | .61 | |
| | Phos. Mining Co. Track..... | Mulberry..... | 2.92 | |
| | Mulberry..... | Bartow..... | 8.42 | |
| | Howells..... | Birmingham..... | 163.27 | |
| | Rockmart..... | Cartersville..... | 22.84 | |
| | Jacksonville..... | Tredegar..... | 3.29 | |
| | Coal City..... | Pell City..... | 8.65 | |
| | Birmingham..... | Freight Yard Junction..... | 2.51 | |
| | | | | 2,946.07 |
| <i>Branches and Spurs:</i> | | | | |
| Seaboard Air Line Ry.... | Roanoke Junction..... | Roanoke Rapids..... | 2.54 | |
| | Patterson Cotton Mill. | Spur..... | .97 | |
| | Republic Mills, S. C.... | Spur..... | .64 | |
| | Belt Junction, Ga..... | Inman Park, Ga..... | 5.00 | |
| | Quincy Owl Mill..... | Spur..... | 1.95 | |
| | Wilson & Toomer..... | Spur..... | 2.21 | |
| | Melrose, Fla..... | Spur..... | .45 | |
| | Long Lumber Co..... | Spur..... | .65 | |
| | Early Bird, Fla..... | Spur..... | .60 | |
| | Conn. near Blue River Jet..... | Camps Railway..... | .25 | |
| | Dunnellon..... | Camps Railway..... | 1.95 | |
| | Dutton Phosphate Co..... | Near Standard, Fla..... | 1.00 | |
| | Terra Ceia Junction..... | Terra Ceia, Fla..... | 4.47 | |
| | Ellenton, Fla..... | Atlantic Refining Co..... | 1.65 | |
| | Palmetto Junction..... | Palmetto..... | 1.60 | |
| | Manatee..... | Bradentown..... | 1.31 | |
| | Central Junction..... | Bassett..... | .57 | |
| | Junction..... | Thames..... | 1.91 | |
| | Junction..... | Williams..... | .53 | |
| | Coronet Junction..... | Coronet..... | 1.47 | |
| | Augusta..... | Spur..... | 2.35 | |
| | Tecumseh..... | Spur..... | 3.33 | |
| | Atlanta Water Works..... | Spur..... | .32 | |
| | Grady Mine..... | Spur..... | .73 | |
| | Lacy Buck Mine..... | Spur..... | 1.15 | |
| | Petroleum Iron Co..... | Spur..... | 1.07 | |
| | Ragland Coal Mine..... | Spur..... | 1.91 | |
| | Vulcan Coal Mine..... | Spur..... | .26 | |
| | Morris Mining Co..... | Spur..... | 4.24 | |
| | Coal Branch Mine..... | Spur..... | 1.65 | |
| | Holder Mine..... | Spur..... | 4.12 | |
| | Royster Junction..... | Royster Mine..... | 3.44 | |
| | | | | 56.29 |
| <i>Line Operated Under Lease:</i> | | | | |
| Central of Georgia Ry.... | Lyons..... | Meldrim..... | | 57.65 |
| <i>Line Operated Under Contract or Agreement:</i> | | | | |
| Wilmington Ry. Bridge Co..... | Hilton..... | Navassa..... | 2.40 | |
| | Phosphate Mining Co. Conn., near Nichol..... | Conn. P. M. Co. Plant..... | 1.46 | |
| | | | | 3.86 |

ROAD OPERATED—ENTIRE LINE—CONTINUED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|-----------------------|-----------------|-----------------------------------|---|
| | From | To | | |
| <i>Line Operated Under Trackage Rights:</i> | | | | |
| Western and Atlantic R. R. | Howells..... | Atlanta..... | 3.00 | |
| Birmingham Belt R. R. | Birmingham..... | Birmingham..... | .07 | |
| St. Louis and San Francisco R. R. | Freight Yard Jct..... | Bessemer..... | 14.88 | |
| R. M. & F. | Bessemer..... | Bessemer..... | .16 | 18.11 |
| Total mileage operated..... | | | | 3,081.96 |

NOTE:—Above does not include leased lines:

Hamlet to Gibson.....10.13 miles.

Amelia Beach Branch.....2.00 miles.

Silver Springs Branch.....1.90 miles.

ROAD JOINTLY OWNED OR ROAD JOINTLY LEASED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line Included in Preceding Table |
|-------------------------------|-------------------|--------------------|-----------------------------------|---|
| | From | To | | |
| Wilmington Ry. Bridge Co..... | Hilton, N. C..... | Navassa, N. C..... | 2.40 | 2.40 |

Explanatory Remarks.

Wilmington Railway Bridge Company jointly leased with Atlantic Coast Line Railroad Company.

ROAD OPERATED—STATE OF VIRGINIA.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|------------------------|---------------------|-----------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> | | | | |
| Seaboard Air Line..... | Portsmouth, Va..... | N. C. State line..... | 60.20 | |
| | Boykins, Va..... | N. C. State line..... | 2.70 | |
| | Hermitage, Va..... | N. C. State line..... | 94.60 | 157.50 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary or Outside Operations.

| DESIGNATION | Character of Business | Title | State or Territory |
|-----------------------|-----------------------|------------|--------------------|
| Cafe car service..... | Dining service..... | Owned..... | System. |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Character of Business | State or Territory | Net Investment |
|--|-----------------------|--------------------|----------------|
| Rail and other track material leased.. | Industries..... | System..... | \$ 396,787 93 |
| Ballast pit..... | | Georgia..... | 14,294 93 |
| Total..... | | | \$ 411,082 86 |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|------------------------------------|---------------|--------------------|---------------|------|--|-------------------------------|
| | | Date | TERM | | To | |
| | | | From | | | |
| Central of Georgia Railway Company | 57.65 | Mar. 24, 1896 | Mar. 24, 1896 | 1907 | Annual rental \$43,500, payable monthly. Lease provides for payment of all expenses and taxes and that the property shall be maintained in good condition. Ninety days default in payments of rental empowers lessor to take charge of property. | |
| Columbus Railroad Company | 5.30 | Oct. 31, 1901 | Oct. 31, 1901 | 1951 | Annual rental \$7,500, payable quarterly. S. A. L. Ry. maintains property and pays taxes. Lease terminates 30 days after default on 20 days' notice. Covers side-tracks at Columbus, Ga. | |
| Wilmington Railway Bridge Company | 2.40 | May 22, 1909 | May 22, 1909 | 1924 | Annual rent \$3,425, which covers one-half interest on bonds, used jointly with A. C. L. R. Co. Expenses, maintenance and operation paid by the two companies on usual basis. | |
| Phosphate Mining Company | 1.46 | Agreement pending | | | | |

ROAD ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OPERATING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|--------------------------------------|------------------|--------------------|---------------|----------------|--|-------------------------------|
| | | Date | TERM | | | |
| | | | From | To | | |
| Anselma Beach Co. | 2.00 | Aug. 10, 1911 | Aug. 10, 1911 | 3 mos. notice. | No compensation except maintenance. | |
| North and South Carolina Railway Co. | 10.13 | Nov. 1, 1908 | Nov. 1, 1908 | Nov. 1, 1923 | Annual compensation \$1,500.00. | |
| Ocala Northern Railroad Co. | 1.90 | Dec. 14, 1909 | Dec. 14, 1909 | Dec. 14, 1919 | Also trackage rights jointly with S. A. L. Ry. over 3.8-10 miles from Silver Springs Jet. to Ocala, Fla. Annual compensation \$1,500.00. | |

REPORT STATE CORPORATION COMMISSION

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | Rate | When Pay- able | INTEREST | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|---|------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | | | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>First Mortgage Bonds:</i> | | | | | | | | | | | | |
| S. & R. R. R. | 1886 | 1926 | \$ 2,500,000 | \$ 2,500,000 | | \$ 405,000 | | \$ 2,500,000 | 5 | J. | \$ 125,000 00 | \$ 125,000 00 |
| S. & R. R. R. registered | 1911 | 1916 | 690,000 | 690,000 | | | | 285,000 | 6 | F. A. | 17,100 00 | 17,100 00 |
| R. & G. R. R. R. | 1897 | 1947 | 1,500,000 | 1,300,000 | | | | 1,200,000 | 5 | J. | 60,000 00 | 60,000 00 |
| R. & T. R. R. R. | 1837 | 1917 | 260,000 | 260,000 | | 205,000 | | 55,000 | 5 | A. O. | 3,300 00 | 3,300 00 |
| D. & N. R. R. | 1838 | 1928 | 248,000 | 150,000 | | 50,000 | | 100,000 | 6 | M. & P. | 6,000 00 | 6,000 00 |
| R. & A. L. R. R. | 1835 | 1926 | 1,000,000 | 1,000,000 | | | | 1,000,000 | 6 | J. & J. | 60,000 00 | 60,000 00 |
| C. C. & R. R. | 1898 | 1949 | 3,000,000 | 3,000,000 | | | | 3,000,000 | 4 | J. & J. | 120,000 00 | 120,000 00 |
| C. C. & N. R. R. | 1899 | 1929 | 5,360,000 | 5,360,000 | | | | 5,360,000 | 4 | J. & J. | 268,000 00 | 268,000 00 |
| G. & A. R. R. | 1895 | 1945 | 10,000,000 | 6,185,000 | | | | 6,085,000 | 5 | J. & J. | 304,250 00 | 304,250 00 |
| G. & A. Term. Co. | 1898 | 1948 | 1,000,000 | 1,000,000 | | 100,000 | | 1,000,000 | 5 | J. & J. | 50,000 00 | 50,000 00 |
| F. C. & P. R. R. | 1898 | 1918 | 3,000,000 | 3,000,000 | | | | 3,000,000 | 5 | J. & J. | 150,000 00 | 150,000 00 |
| G. & P. L. G. Ex. | 1890 | 1930 | 500,000 | 400,000 | | | | 400,000 | 5 | J. & J. | 20,000 00 | 20,000 00 |
| F. C. & P. Cons. | 1893 | 1943 | 7,800,000 | 4,372,000 | | | | 4,372,000 | 5 | J. & J. | 218,600 00 | 218,600 00 |
| S. B. R. R. | 1891 | 1941 | 2,100,000 | 2,033,000 | | | | 2,033,000 | 5 | A. & O. | 101,650 00 | 101,650 00 |
| S. A. L. Ry. A. & B. | 1903 | 1933 | 10,000,000 | 5,910,000 | | | | 5,910,000 | 4 | M. & S. | 236,400 00 | 236,400 00 |
| F. W. S. Ry. | 1904 | 1934 | 2,000,000 | 755,000 | | 25,000 | | 755,000 | 5 | J. & J. | 37,750 00 | 37,750 00 |
| O. & C. L. R. R. | 1892 | 1922 | 25,000 | 25,000 | | | | | 6 | M. & N. | | |
| S. A. L. Belt. | 1893 | 1923 | 600,000 | 600,000 | | 600,000 | | | 5 | A. & O. | | |
| S. B. Nor. Div. | 1899 | 1919 | 725,000 | 725,000 | | 725,000 | | | 5 | A. & O. | | |
| S. & K. R. R. | 1899 | 1919 | 500,000 | 500,000 | | 500,000 | | | 5 | A. & O. | | |
| S. A. L. Ry. | 1900 | 1950 | 75,000,000 | 39,775,000 | | 27,000,000 | | 12,775,000 | 4 | A. & O. | 511,000 00 | 511,000 00 |
| Ref. Mtg. S. A. L. Ry. | 1909 | 1959 | 125,000,000 | 34,330,000 | | 10,530,000 | | 23,800,000 | 4 | A. & O. | 920,000 00 | 920,000 00 |
| Inc. Bds. S. A. L. Ry. | 1909 | 1949 | 25,000,000 | 25,000,000 | | | | 25,000,000 | 5 | F. & A. | 1,250,000 00 | 1,250,000 00 |
| Adjustment. | | | | | | | | | | | | |
| Col. Tra. Bonds 3-yr. gold notes. | 1913 | 1916 | 6,000,000 | 5,000,000 | | | | 5,000,000 | 5 | M. & S. | 63,263 88 | |
| Total | | | \$ 283,808,000 | \$ 143,770,000 | | \$40,140,000 | | \$ 103,630,000 | | | \$4,322,313 88 | \$ 4,459,050 00 |

Explanatory Remarks.

\$300,000.00 S. A. L. Ry. refunding 4's, sold May 14, 1913, interest to begin to accrue thereon July 1, 1913.

EQUIPMENT TRUST OBLIGATIONS.
General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | EQUIPMENT COVERED | REMARKS |
|-----------------------------|---------------|----------|--------------------|--|--|
| A. L. "D" (old) | Oct. 1, 1897 | 20 years | 20 | 7 engines, 500 freight cars | |
| A. L. Rv. "D" | June 1, 1894 | 10 " | 20 | 10 engines, 1,000 freight cars | |
| A. L. Rv. "E" | Apr. 13, 1905 | 10 " | 20 | 10 engines, 10 passenger cars, 550 freight cars | |
| A. L. Rv. "F" | Dec. 1, 1896 | 10 " | 20 | 20 engines, 15 passenger cars, 1,000 freight cars | |
| A. L. Rv. "G" | June 1, 1906 | 10 " | 20 | 40 engines, 1,435 freight cars | |
| A. L. Rv. "H" | Sept. 1, 1906 | 10 " | 20 | 5 engines, 25 passenger cars, 500 freight cars | |
| A. L. Rv. "I" | May 1, 1907 | 10 " | 20 | 10 passenger cars, 1,500 freight cars, 50 work cars | |
| A. L. Rv. "J" | June 1, 1907 | 10 " | 20 | 1,050 freight cars | |
| A. L. Rv. "K" | July 1, 1907 | 10 " | 20 | 25 engines | |
| A. L. Rv. "L" | Dec. 13, 1909 | 10 " | 20 | 20 engines, 15 passenger cars, 1,025 freight cars, 4 work cars | |
| A. L. Rv. "M" | Sept. 6, 1911 | 10 " | 20 | 25 engines, 9 passenger cars, 1,230 freight cars | |
| A. L. Rv. "N" | July 15, 1912 | 10 " | 20 | 26 engines, 23 passenger cars, 1,225 freight cars, 2 work cars | |
| A. L. Rv. "O" | | | | | Equipment held under lease until paid for. |

FUNDED DEBT—EQUIPMENT TRUST OBLIGATIONS—CONTINUED.
Statement of Amount.

| SERIES OR OTHER DESIGNATION | Cash Paid on Delivery of Equipment | DEFERRED PAYMENTS | | | | INTEREST | | |
|--------------------------------|--|--------------------|-----------------------|----------------------|-----------------------|---|-----------------------------------|------|
| | | PRINCIPAL | | INTEREST | | Amount Accrued During the Year | Amount Paid During the Year | Rate |
| | | Original Amount | Amount Outstanding | Original Amount | Amount Outstanding | | | |
| S. A. L. "D" (Old) | | \$ 300,000 00 | \$ 75,000 00 | Coupon bonds year | expired during | \$ 4,000 00 | \$ 4,125 00 | 5 |
| S. A. L. Ry. "C" | \$ 294,300 00 | 1,598,000 00 | | | | 2,486 25 | 2,486 25 | 4½ |
| S. A. L. Ry. "D" | 172,750 00 | 640,000 00 | 64,000 00 | | Bonds | 5,333 33 | 5,400 00 | 5 |
| S. A. L. Ry. "E" | 112,575 00 | 500,000 00 | 100,000 00 | | | 6,250 00 | 6,250 00 | 5 |
| S. A. L. Ry. "F" | 259,460 00 | 1,020,000 00 | 265,000 00 | | | 16,150 00 | 16,875 00 | 5 |
| S. A. L. Ry. "G" | 346,750 00 | 1,760,000 00 | 538,000 00 | | | 32,266 66 | 33,000 00 | 5 |
| S. A. L. Ry. "H" | 105,770 00 | 520,000 00 | 182,000 00 | | | 10,133 33 | 11,050 00 | 5 |
| S. A. L. Ry. "I" | 419,502 50 | 1,300,000 00 | 520,000 00 | | | 29,791 68 | 30,875 00 | 5 |
| S. A. L. Ry. "J" | 238,750 00 | 900,000 00 | 360,000 00 | | | 21,000 00 | 21,375 00 | 5 |
| S. A. L. Ry. "K" | 93,000 00 | 300,000 00 | 120,000 00 | | | 7,125 00 | 7,125 00 | 5 |
| S. A. L. Ry. "L" | 184,209 55 | 1,380,000 00 | 867,000 00 | | | 49,737 50 | 50,025 00 | 5 |
| S. A. L. Ry. "M" | 275,650 20 | 1,500,000 00 | 1,275,000 00 | | | 59,906 25 | 62,437 50 | 4½ |
| S. A. L. Ry. "N" | | 2,060,000 00 | 1,937,000 00 | | | 83,880 63 | 83,880 63 | 4½ |
| S. A. L. Ry. "O" | 240,581 42 | | | | | | | |
| Total | \$2,733,298 67 | \$13,778,000 00 | \$6,333,000 00 | | | \$ 328,110 63 | \$ 295,066 25 | |

Explanatory Remarks.

Matured equipment trust obligations unpaid June 30, 1913.

Series

Date of Maturity

April 1, 1913

June 1, 1913

July 1, 1913

Amount

\$ 7,000 00

2,000 00

15,000 00

Total

\$24,000 00

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | |
|---|---|---|-------------------------------------|---------------------------------|---|-----------------------------------|----------------------------|-----------------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year |
| | | | | | | Charged to Income | Charged to Construction | |
| Mortgage bonds..... | \$ 113,770,000 | | \$ 40,140,000 | | \$ 73,630,000 | \$ 3,209,050 00 | | \$ 3,209,050 00 |
| Collateral trust bonds..... | 5,000,000 | | | | 5,000,000 | 63,283 88 | | 1,250,000 00 |
| Income bonds..... | 25,000,000 | | | | 25,000,000 | 328,110 63 | | 295,066 25 |
| Equipment trust obligations..... | 6,333,000 | | | | 6,333,000 | | | |
| Total..... | \$ 150,103,000 | | \$ 40,140,000 | | \$ 109,963,000 | \$ 4,850,424 51 | | \$ 4,754,116 25 |
| PURPOSE OF THE ISSUE | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized | REMARKS | | | |
| | | | | | | | | |
| | | | | | | | | |
| Issued for cash: | | | | | | | | |
| S. A. L. Ry. three-year gold notes..... | \$ 5,000,000 | \$ 4,888,150 | | | | | | |
| S. A. L. Ry. refunding 4's treasury..... | 785,000 | | | | | | | |
| Issued for construction of new properties and for additions and betterments: | | | | | | | | |
| S. A. L. Ry. refunding 4's treasury..... | 5,500,000 | | | | | | | |
| Issued for additions and betterments: | | | | | | | | |
| Equipment trust "O"..... | 2,060,000 | 2,060,000 | | | | | | |
| Issued for refundment of securities: | | | | | | | | |
| S. A. L. Ry. refunding 4's..... | 800,000 | 600,000 | | | | | | |
| S. A. L. Ry. refunding 4's treasury..... | 2,800,000 | | | | | | | |
| Total..... | \$ 16,945,000 | \$ 7,548,150 | | | | | | |

Have no information that would enable us to fill out this table.

Have no information that would enable us to fill out this table.

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | | REMARKS |
|--------------------|-----------------------------|----------------|---------------------|-------------------------|-----------|--|
| | | To Railways | To Other Properties | Miles | Amount | |
| Capital stock..... | \$ 62,516,000 | \$ 62,516,000 | | 3,016.39 | \$ 20,725 | Funded debt per mile computed on bonded liability in hands of public and also on treasury bonds. |
| Funded debt | 150,103,000 | 150,103,000 | ..... | 3,016.39 | 49,762 | |
| Total | \$ 212,619,000 | \$ 212,619,000 | ..... | 3,016.39 | \$ 70,487 | |

DISCOUNT ON SECURITIES.

On Funded Debt.

| CLASS OF BOND OR OBLIGATION | NET AMOUNT OF DISCOUNT | | |
|---|------------------------|--------------------------------------|---|
| | Total | Charged to Income or Profit and Loss | To be Charged During Remaining Life of Security |
| A. L. refunding mortgage bonds 4's. | \$ 4,879,898.83 | \$ 99,584.56 | \$ 4,780,314.27 |
| S. A. L. Ry. adjustment mortgage bonds 5's (income interest cumulative) | 5,884,029.51 | 167,607.93 | 5,716,421.58 |
| S. A. L. Ry. A. B. first mortgage bonds 4's. | 22,388.04 | 1,074.64 | 21,313.40 |
| F. W. S. Ry. first mortgage bonds 3's. | 1,420.86 | .66.09 | 1,354.77 |
| S. A. L. Ry. three-year gold notes 5's. | 111,850.00 | 9,587.14 | 102,262.86 |
| Total | \$10,899,587.24 | \$ 267,920.36 | \$10,631,666.88 |

Explanatory Remarks.

Funded debt per mile of road shown on page 602 includes treasury bonds. Funded debt per mile of road on "funded debt not held by respondent" amounts to \$39,463.00.

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage Per Mile of Line |
|---|--------------------------|-------|----------|--|
| | From | To | Miles | |
| <i>First Mortgage Bonds:</i> | | | | |
| S. & R. 1st mort..... | | | | |
| S. & R. reg..... | | | | |
| R. & G. 1st mort..... | | | | |
| R. & T. R. 1st mort..... | | | | |
| D. & N. 1st mort..... | | | | |
| R. & A. A. L. 1st mort..... | | | | |
| C. C. 1st mort..... | | | | |
| G. C. & N. 1st mort..... | | | | |
| G. & A. 1st con. mort..... | | | | |
| G. & A. Term. Co. 1st mortgage..... | | | | |
| F. C. & P. 1st mort..... | | | | |
| F. C. & P. L. G. ex. 1st mortgage..... | Entire line..... | ----- | 3,016.39 | \$ 46,005 |
| F. C. & P. 1st con. mtg | | | | |
| South Bound 1st mort | | | | |
| S. A. L. Ry. A. & B. 1st mortgage..... | | | | |
| F. W. S. Ry. 1st mort..... | | | | |
| O. & C. L. 1st mort..... | | | | |
| S. A. L. Belt 1st mort..... | | | | |
| S. Bound (nor. div.) 1st mortgage..... | | | | |
| C. & K. 1st mort..... | | | | |
| S. A. L. Ry. 1st mort | | | | |
| S. A. L. Ry. 1st ref. mortgage..... | | | | |
| <i>Income Bonds:</i> | | | | |
| S. A. L. Ry. adj. mort | | | | |

*Explanatory Remarks.*Statement of Securities Pledged Under Seaboard Air Line Railway
First Mortgage Agreement, April 14, 1900.

| STOCKS | Shares | Par Value |
|--|----------|-----------------|
| Seaboard and Roanoke, common..... | 11,442 | \$ 1,144,200 00 |
| Seaboard and Roanoke, guaranteed..... | 2,000 | 200,000 00 |
| Seaboard and Roanoke, second preferred..... | 442 | 44,200 00 |
| Raleigh and Gaston Railroad, common..... | 14,998 | 1,499,800 00 |
| Raleigh and Augusta Air Line Railway, common..... | 8,715 | 871,500 00 |
| Carolina Central Railroad, common..... | 14,870 | 1,487,000 00 |
| Carolina Central Railroad, preferred..... | 4,900 | 490,000 00 |
| Carolina Central Railroad, old script..... | (7,7275) | 772 75 |
| Georgia, Carolina and Northern Railway, preferred..... | 5,000 | 500,000 00 |
| Georgia, Carolina and Northern Railway, common..... | 11,068 | 1,106,800 00 |
| Seaboard Air Line Belt, common..... | 500 | 50,000 00 |
| Durham and Northern, common..... | 2,901 | 290,100 00 |
| Chesterfield and Kershaw, common..... | 40,000 | 1,000,000 00 |
| Palmetto Railroad, common..... | 2,000 | 200,000 00 |
| Roanoke and Tar River Railroad, common..... | 515 | 51,500 00 |
| Logansville and Lawrenceville Railroad, common..... | 200 | 20,000 00 |
| Louisburg Railroad, common..... | 484 | 48,400 00 |
| Florida Central and Peninsula Railroad, common..... | 198,781 | 19,878,100 00 |
| Florida Central and Peninsula Railroad (treas.)..... | 999 | 99,900 00 |
| Florida Central and Peninsula Railroad, preferred..... | 43,453 | 4,345,300 00 |
| Florida Central and Peninsula Railroad (treas.)..... | 1,522 | 152,200 00 |
| Georgia and Alabama Railroad, preferred..... | 26,500 | 2,650,000 00 |
| Georgia and Alabama Railroad, common..... | 38,675 | 3,867,500 00 |
| Richmond-Washington Line, common..... | 4,450 | 445,000 |

SECURITY FOR FUNDED DEBT—CONTINUED.

Explanatory Remarks—Continued.

| BONDS | | |
|--|----|------------|
| Seaboard and Roanoke, registered 6's..... | \$ | 405,000 00 |
| Roanoke and Tar River, first mortgage..... | | 205,000 00 |
| Durham and Northern Railroad, first mortgage..... | | 50,000 00 |
| South Bound (Camden Division) Railroad, first mortgage..... | | 725,000 00 |
| Chesterfield and Kershaw, first mortgage..... | | 500,000 00 |
| Seaboard Air Line Belt Railroad Company, first mortgage..... | | 600,000 00 |

Statement of Securities Pledged Under Seaboard Air Line Railway
Refunding Mortgage, October 1, 1909.

| BONDS | Shares | Par Value |
|--|--------|------------------|
| Seaboard Air Line Railway, first mortgage 4's..... | | \$ 27,000,000 00 |
| Oxford and Coast Line Railroad, 6's..... | | 25,000 00 |

| STOCKS | | |
|--|--------|--------------|
| Baltimore Steam Packet Company..... | 400 | 400,000 00 |
| Old Dominion Steamship Company..... | 2,100 | 210,000 00 |
| Atlantic, Suwannee River and Gulf Railway..... | 15,200 | 380,000 00 |
| Atlanta and Birmingham Air Line Railway..... | 15,250 | 1,525,000 00 |
| Jacksonville Terminal Company..... | 500 | 50,000 00 |
| Florida West Shore Railway..... | 5,000 | 500,000 00 |
| Norfolk and Portsmouth Belt..... | 72 | 7,200 00 |
| Wilmington Railway Bridge Company..... | 200 | 20,000 00 |
| Catawba Valley Railway..... | 455 | 45,500 00 |
| Birmingham Terminal Company..... | 250 | Subscription |
| Durham Union Station Company..... | 83 | 8,333 34 |
| Savannah Union Station Company..... | 1,000 | 100,000 00 |
| Tampa Terminal Company..... | 300 | 30,000 00 |
| Macon, Dublin and Savannah Railroad..... | 9,400 | 940,000 00 |
| North Carolina Terminal Company..... | 50 | 5,000 00 |
| Chesterfield and Lancaster Railroad..... | 12,000 | 300,000 00 |
| Plant City, Arcadia and Gulf Railway..... | 1,375 | 137,500 00 |
| Tallahassee, Perry and Southeastern..... | 3,075 | 307,500 00 |

Also second lien on all securities pledged under mortgage dated April 14, 1900.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | Through Issue of Securities | Property Retired or Converted | Total |
|---|-----------------------------------|-------------------------------------|-----------------|
| Right of way and station grounds..... | \$ 47,134 56 | | \$ 47,134 56 |
| Real estate..... | 11,160 00 | \$ 1,750 00 | 9,410 00 |
| Widening cuts and fills..... | 38,401 16 | | 38,401 16 |
| Protection of banks and drainage..... | 3,063 35 | | 3,035 35 |
| Bridges, trestles and culverts..... | 138,373 27 | | 138,373 27 |
| Increased weight of rail..... | 113,134 93 | | 113,134 93 |
| Improved frogs and switches..... | 2,865 84 | | 2,865 84 |
| Track fastenings and appurtenances..... | 30,212 46 | | 30,212 46 |
| Ballast..... | 101,731 62 | | 101,731 62 |
| Additional main tracks..... | 8,648 80 | | 8,648 80 |
| Sidings and spur tracks..... | 230,077 77 | | 230,077 77 |
| Terminal yards..... | 160,743 67 | | 160,743 67 |
| Fencing right of way..... | 1,085 32 | | 1,085 32 |
| Improvement of crossings under or over grade..... | 10,255 36 | | 10,255 36 |
| Elimination of grade crossings..... | 17,316 43 | | 17,316 43 |
| Interlocking apparatus..... | 4,147 16 | | 4,147 16 |
| Block and other signal apparatus..... | 674 52 | | 674 52 |
| Telegraph and telephone lines..... | 38,477 36 | | 38,477 36 |
| Station buildings and fixtures..... | 166,210 19 | | 166,210 19 |
| Shops, enginehouses and turntables..... | 117,135 29 | | 117,135 29 |
| Shop machinery and tools..... | 33,670 97 | | 33,670 97 |
| Water and fuel stations..... | 59,646 71 | | 59,646 71 |
| Grain elevators and storage warehouses..... | 284,550 28 | | 284,550 28 |
| Dock and wharf property..... | 47,374 71 | | 47,374 71 |
| Equipment..... | 2,124,602 18 | 192,607 95 | 1,931,994 23 |
| Other additions and betterments..... | 21,127 35 | 205 00 | 20,922 35 |
| Total..... | \$3,811,811 26 | \$ 194,562 95 | \$ 3,617,248 31 |

Explanatory Remarks.

Other Additions and Betterments:

| | |
|---|--------------|
| Section foremen and laborers houses, Virginia Division..... | \$ 365 66 |
| Section foremen and laborers houses, North Carolina Division..... | 25 00 |
| Section foremen and laborers houses, Georgia Division..... | 4,221 55 |
| Section foremen and laborers houses, South Carolina Division..... | 2,670 20 |
| Section foremen and laborers houses, Florida Division..... | 831 85 |
| I. J. Sleigh & Co. packing house, Orlando, Fla..... | 2,511 75 |
| Shop yards and tracks, Cayce, S. C..... | 6,710 95 |
| Packing house, Leesburg, Fla..... | 384 12 |
| Storehouse, tracks, etc., Hamlet, N. C..... | 627 41 |
| Quarters for car cleaners, Hamlet, N. C..... | 419 42 |
| Packing house, Chase and Company, Orlando, Fla..... | 554 81 |
| Boiler house, Hamlet, N. C..... | 142 65 |
| Miscellaneous buildings, Hamlet, N. C..... | 492 91 |
| Tampa, Fla., phosphate elevator, etc..... | 269 16 |
| Howells, Ga., oil house..... | 889 91 |
| Wilmington, N. C., engine shed..... | 10 00 |
| H. B. Grimsshaw, sale of houses, Georgia..... | Cr. 130 00 |
| Charles W. Callear Dwelling, Petersburg, Va..... | Cr. 75 00 |
| Total..... | \$ 20,922 35 |

REPORT STATE CORPORATION COMMISSION

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPENDITURES FOR NEW LINE OR EXTENSIONS DURING THE YEAR | | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|---|-----------------------------------|--|---|---|
| | From Cash or Other Working Assets | Through Issue of Securities | | | |
| I. ROAD: | | | | | |
| Engineering..... | | \$ 3,895 81 | \$ 13,122 39 | \$ 131,682 53 | \$ 148,700 73 |
| Right of way and station grounds..... | | Cr. 135 70 | 47,134 86 | 290,266 42 | 307,267 23 |
| Real estate..... | | | 9,410 00 | 277,787 70 | 287,197 70 |
| Grading..... | | 3,868 34 | 149,949 94 | 572,720 77 | 726,539 05 |
| Tunnels..... | | | | 173,918 73 | 176,916 73 |
| Bridges, trestles and culverts..... | | 1,370 10 | 148,081 65 | 1,181,138 40 | 1,330,599 15 |
| Trails..... | | 3,829 20 | 45,858 68 | 1,256,421 05 | 315,908 93 |
| Rails..... | | Cr. 1,332 46 | 219,630 88 | 1,010,132 17 | 1,228,451 19 |
| Tools and machines..... | | 89 45 | 27,683 01 | 94,879 36 | 122,946 82 |
| Ballast, screenings and other material..... | | Cr. 531 02 | 57,758 99 | 211,141 01 | 266,548 96 |
| Track laying and surfacing..... | | 18,216 62 | 54,106 37 | 503,381 01 | 557,490 44 |
| Rolling stock..... | | 15 47 | 107,616 18 | 398,627 52 | 524,450 32 |
| Fencing right of way..... | | 46 | | 180 24 | 185 71 |
| Crossings and signs..... | | Cr. 239 08 | 1,085 32 | 39,947 44 | 31,038 22 |
| Interlocking and other signal apparatus..... | | | 25,890 24 | 29,558 03 | 45,139 86 |
| Telegraph and telephone lines..... | | 1,194 03 | 38,477 38 | 19,263 96 | 24,139 87 |
| Station buildings and fixtures..... | | 10,304 14 | 166,210 19 | 114,391 48 | 154,062 34 |
| Shops, enginehouses and turntables..... | | | 117,135 29 | 420,733 03 | 597,246 34 |
| Shop machinery and tools..... | | | 33,670 87 | 378,348 94 | 493,164 32 |
| Fuel stations..... | | 439 60 | 55,550 19 | 174,848 41 | 208,518 38 |
| Storage warehouses..... | | | 2,964 07 | 61,009 51 | 116,090 30 |
| Dock and wharf property..... | | | | 109,726 53 | 112,690 40 |
| Electric light plants..... | | 110 00 | 476,181 61 | 341,882 24 | 627,044 97 |
| Miscellaneous structures..... | | 705 00 | 1,481 49 | 321,554 32 | 523,556 32 |
| Rent of equipment..... | | | | 178,457 37 | 1,181 49 |
| Repairs of equipment..... | | | 20,922 35 | 157,425 02 | 178,457 37 |
| Cost of road purchased..... | \$ 46,115 00 | | | 6,880 00 | 7,485 00 |
| Total..... | \$ 46,115 00 | \$ 41,803 46 | \$1,885,254 08 | \$23,633,179 29 | \$25,396,351 83 |

| | | | | |
|-----------------------------------|-----------------|-----------------|------------------|--|
| II. EQUIPMENT: | | | | |
| Steam locomotives..... | \$ 459,915 08 | \$ 1,921,768 08 | \$ 2,090,683 10 | |
| Electric locomotives..... | 321,201 01 | 4,779,325 59 | 5,878,635 91 | |
| Freight-train cars..... | 1,090,600 32 | 202,269 81 | 244,332 45 | |
| Passenger-train cars..... | 42,082 04 | 8,241 94 | 18,347 12 | |
| Work equipment..... | 10,105 18 | | | |
| Floating equipment..... | | | | |
| Total..... | \$ 1,931,994 23 | \$ 7,065,357 62 | \$ 8,997,351 85 | |
| III. GENERAL EXPENDITURES: | | | | |
| Law expenses..... | | \$ 10 00 | \$ 10 00 | |
| Insurance..... | | 100 00 | 100 00 | |
| Interest and commissions..... | | 27,600 00 | 27,600 00 | |
| Other expenditures..... | | 1,166 66 | 1,166 66 | |
| Total..... | | \$ 28,876 66 | \$ 28,876 66 | |
| RECAPITULATION: | | | | |
| I. Road..... | \$ 46,115 00 | \$ 41,803 46 | \$ 25,396,351 83 | |
| II. Equipment..... | | | 8,997,351 85 | |
| III. General expenditures..... | | | 28,876 66 | |
| Total..... | \$ 46,115 00 | \$ 41,803 46 | \$ 34,422,580 34 | |
| Total—State of Virginia..... | | | \$ 1,519,534 84 | |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|---|-------------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 113,979,098 41 | \$ 7,988,060 18 |
| Equipment..... | 12,213,660 89 | 1,519,534 84 |
| Investment since June 30, 1907..... | 34,422,680 34 | |
| Total..... | \$ 160,615,337 64 | \$ 9,508,504 02 |
| Reserve for accrued depreciation—Cr..... | 1,724,436 66 | 91,564 28 |
| Net total..... | \$ 158,890,900 98 | \$ 9,416,939 74 |
| Cost per mile of line 3,016.39 miles..... | 52,675 85 | 59,790 09 |

CAPITAL STOCK OF PROPRIETARY COMPANIES, COST OF WHICH IS INCLUDED IN "PROPERTY INVESTMENT."

| STOCK | Par Value |
|--|------------------|
| Seaboard and Roanoke Railroad, common..... | \$ 1,144,200 00 |
| Seaboard and Roanoke Railroad, guaranteed..... | 200,000 00 |
| Seaboard and Roanoke Railroad, second preferred..... | 44,200 00 |
| Raleigh and Gaston Railroad, common..... | 1,499,800 00 |
| Raleigh and Augusta Air Line Railway, common..... | 871,700 00 |
| Carolina Central Railroad, common..... | 1,487,000 00 |
| Carolina Central Railroad, preferred..... | 490,000 00 |
| Carolina Central Railroad, old script..... | 772 75 |
| Georgia, Carolina and Northern Railway, preferred..... | 500,000 00 |
| Georgia, Carolina and Northern Railway, common..... | 1,106,700 00 |
| Seaboard Air Line Belt, common..... | 50,000 00 |
| Durham and Northern, common..... | 290,100 00 |
| Chesterfield and Kershaw, common..... | 1,000,000 00 |
| Palmetto Railroad, common..... | 200,000 00 |
| Roanoke and Tar River Railroad, common..... | 51,500 00 |
| Logansville and Lawrenceville Railroad, common..... | 20,000 00 |
| Louisburg Railroad..... | 48,400 00 |
| Florida Central and Peninsula, common..... | 19,883,100 00 |
| Florida Central and Peninsula, treasury..... | 99,900 00 |
| Florida Central and Peninsula, preferred..... | 4,345,300 00 |
| Florida Central and Peninsula, treasury..... | 152,200 00 |
| Georgia and Alabama Railroad, preferred..... | 2,650,000 00 |
| Georgia and Alabama Railroad, common..... | 3,867,500 00 |
| Atlanta and Birmingham Air Line Railway, common..... | 1,525,000 00 |
| Atlantic, Suwannee River and Gulf Railway, common..... | 380,000 00 |
| Florida West Shore Railway, common..... | 500,000 00 |
| Catawba Valley Railway, common..... | 45,500 00 |
| Plant City, Arcadia and Gulf Railway, common..... | 137,500 00 |
| Tallahassee, Perry and Southeastern Railway, common..... | 307,500 00 |
| South Bound Railroad Company, common..... | 2,033,000 00 |
| Oxford and Coast Line Railroad Company, common..... | 5,400 00 |
| Total..... | \$ 44,936,272 75 |

Unable to give cost or book value.

INCOME STATEMENT.

RAILWAY OPERATING INCOME:

| | | |
|---|-----------------|-----------------|
| Rail operations—Revenues..... | \$24,527,864 62 | |
| Rail operations—Expenses..... | 16,725,612 65 | |
| Net revenue—Rail operations..... | | \$ 7,802,251 97 |
| Auxiliary (or outside) operations—Revenues..... | \$ 124,859 08 | |
| Auxiliary (or outside) operations—Expenses..... | 151,173 20 | |
| Net deficit auxiliary operations..... | | 26,314 12 |
| Net railway operating revenue..... | | 7,775,937 85 |
| Railway tax accruals..... | | 956,000 00 |
| Railway operating income..... | | \$ 6,819,937 85 |

OTHER INCOME:

| | | |
|--|-------------|-----------------|
| Income from lease of road..... | \$ 4,440 00 | |
| Joint facility rent income..... | 54,233 22 | |
| Miscellaneous rent income..... | 45,965 10 | |
| Net profit from miscellaneous physical property..... | 15,993 86 | |
| Dividend income..... | 31,268 67 | |
| Income from funded securities..... | 18,750 00 | |
| Income from unfunded securities and accounts..... | 49,015 04 | |
| Income from sinking and other reserve funds..... | 10 64 | |
| Miscellaneous income..... | 387 35 | |
| Total other income..... | | 220,063 88 |
| Gross income..... | | \$ 7,040,001 73 |

DEDUCTIONS FROM GROSS INCOME:

| | | |
|--|--------------|-----------------|
| Deductions for lease of other roads..... | \$ 51,000 00 | |
| Hire of equipment—debit balance..... | 228,627 02 | |
| Joint facility rent deductions..... | 103,318 71 | |
| Miscellaneous rent deductions..... | 14,643 44 | |
| Interest deductions for funded debt..... | 4,850,424 51 | |
| Interest deductions for unfunded debt..... | 56,134 38 | |
| Amortisation of discount on funded debt..... | 267,920 36 | |
| Total deductions..... | | 5,572,068 42 |
| Net income..... | | \$ 1,467,933 31 |
| Income balance transferred to credit of profit and loss..... | | \$ 1,467,933 31 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|----------------|-----------------|
| Balance (at beginning of fiscal period)..... | | \$ 4,949,039 43 |
| Credit balance transferred from income account..... | | 1,467,933 31 |
| Delayed income credits..... | | 5,000 00 |
| Miscellaneous credits..... | | 20,630 58 |
| Delayed income debits..... | \$ 27,424 33 | |
| Miscellaneous debits..... | 12,554 79 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | 6,402,624 20 | |
| Total..... | \$6,442,603 32 | \$ 6,442,603 32 |

SECURITIES OWNED—STOCKS.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGGED | | UNPLEGGED | | DIVIDENDS DECLARED | |
|--|--------------------|-----------------------|--------------------|-----------------------|--------------------|--------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Jacksonville Terminal Company | \$ 50,000 | \$ 26,929 97 | | | | |
| Savannah Union Station Company | 100,000 | 54,638 36 | | | | |
| Durham Union Station Company | 8,333 34 | 8,333 34 | | | 5 | \$ 416 67 |
| Athens Terminal Company | 12,500 | Inc. in bonds | \$ 10,000 | \$ 10,000 00 | | |
| Tampa Union Station Company | 500 | 500 00 | | | 4 | 20 00 |
| Birmingham Terminal Company (subscription) | | | 3,000 | 3,000 00 | | |
| Albany Passenger Terminal Company | 20,000 | 27,853 63 | | | | |
| Wilmington Railway Bridge Company | 7,200 | 7,708 09 | | | 6 | 432 00 |
| Norfolk and Portsmouth Belt Line Railroad | 300,000 | Inc. in bonds | | | | |
| Chesterfield and Lancaster Railroad Company | | | 574,500 | 160,000 00 | | |
| Raleigh and Charleston Railroad Company | | | 750,000 | 200,000 00 | | |
| Tampa Northern Railroad Company | 900,000 | Inc. in bonds | | | | |
| North and South Carolina Railway Company | 30,000 | 29,588 89 | | | | |
| Tampa Terminal Company | 5,000 | 5,280 48 | | | | |
| North Carolina Terminal Company | 445,000 | 445,000 00 | | | 4 | 17,800 00 |
| Other than railway companies—Active: | | | | | | |
| Richmond-Washington Company | | | 25,000 | 28,678 33 | | |
| Other than railway companies—Inactive: | | | | | | |
| Georgia Construction Company | | | \$ 1,362,500 | \$ 401,678 33 | | \$ 18,668 67 |
| Total | \$ 1,878,533 | \$ 605,872 76 | \$ 1,362,500 | \$ 401,678 33 | | |
| Stocks of companies not proprietary, affiliated, or controlled held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Columbia, Newberry and Laurens Railroad | | | \$ 85,350 | \$ 1,000 00 | | |
| Macon, Dublin and Savannah Railroad | | | | | | |
| Railway companies—Inactive: | \$ 940,000 | \$ 33,080 70 | | | | |
| Seaboard Investment Company, and Chattanooga, Augusta and Charleston Air Line Railway | | | 183,700 | 132,236 25 | | |
| Other than railway companies—Active: | | | | | 6 | 12,600 00 |
| Old Dominion Steamship Company | 210,000 | 248,750 00 | | | | |
| Baltimore Steam Packet Company | 400,000 | 840,220 15 | | | | |
| Atlantic Compress Company | | | 43,400 | 43,400 00 | | |
| Total | \$ 1,350,000 | \$ 1,082,069 85 | \$ 310,450 | \$ 176,636 25 | | \$ 12,600 00 |

SECURITIES OWNED—FUNDED DEBT.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | UNPLEGDED | | INTEREST ACCRUED | |
|--|--------------------|-----------------------|--------------------|-----------------------|------------------|--------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Funded debt of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Athens Terminal Company..... | | | \$ 100,000 | \$ 90,000 00 | 5 | \$ 5,000 00 |
| Chesterfield and Lancaster Railroad Company..... | | | 47,000 | 50,000 00 | 6 | 2,320 00 |
| Durham Union Station Company..... | | | 13,000 | 13,000 00 | 5 | 650 00 |
| North and South Carolina Railway..... | | | 1,000,000 | 600,000 00 | | |
| Total..... | | | \$ 1,160,000 | \$ 753,000 00 | | \$ 8,470 00 |
| Funded debt of companies not proprietary, affiliated, or controlled held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Roanoke River Railway..... | | | \$ 33,000 | \$ 23,000 00 | 6 | \$ 1,980 00 |
| Charlotte, Monroe and Columbia Railroad..... | | | 33,000 | 30,156 00 | 5 | 1,750 00 |
| South Carolina Western Railway..... | | | 100,000 | 96,000 00 | 6 | 6,000 00 |
| Macon, Dublin and Savannah Railroad..... | \$ 5,000 | Inc. in stock | | | 5 | 250 00 |
| Other than railway companies—Active: | | | | | | |
| Florida Publishing Company..... | | | | | 6 | 300 00 |
| Total..... | \$ 5,000 | | \$ 166,000 | \$ 158,156 00 | | \$ 10,280 00 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | Par Value | Dividends or Interest |
|--|---------------|-----------------------|
| Stocks: | | |
| Stocks of respondent "in treasury" and "pledged as collateral"..... | \$ 1,602,500 | |
| Stocks of railway companies—Active..... | 3,794,383 | \$ 868 67 |
| Stocks of railway companies—Inactive..... | 183,700 | |
| Stocks of other than railway companies—Active..... | 1,098,400 | 30,400 00 |
| Stocks of other than railway companies—Inactive..... | 25,000 | |
| Total..... | \$ 6,703,983 | \$ 31,268 57 |
| FUNDED DEBT: | | |
| Funded debt of respondent "in treasury" and "pledged as collateral"..... | \$ 40,140,000 | |
| Funded debt of railway companies—Active..... | 1,333,000 | \$ 18,450 00 |
| Funded debt of other than railway companies—Active..... | | 300 00 |
| Total..... | \$ 41,473,000 | \$ 18,750 00 |

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission ---No.

| NAME OF CORPORATION | Name of Security Held | Par Value of Holdings | Name of Intermediary |
|---|-----------------------|-----------------------|--------------------------|
| Georgia and Alabama Terminal Company..... | Stock..... | \$ 300,000 | Georgia Construction Co. |

SINKING AND OTHER FUNDS.

Income and Disbursements During the Year.

| NAME OF FUND | INCOME | | | | Disbursements |
|---|----------------------------|---------------------------------|----------------------|----------|---------------|
| | Cash Appropriation to Fund | Income to Fund from Investments | Other Income to Fund | Total | |
| Sinking and redemption funds: F., C. & P. L. gen. mort. redemption fund..... | | | \$ 10 64 | \$ 10 64 | |

Assets on June 30, 1913.

| NAME OF FUND AND SECURITY | SECURITIES IN FUND | | Cash in Fund | Total |
|---|--------------------|--------------------|--------------|-----------|
| | Par Value | Cost or Book Value | | |
| Sinking and redemption funds: F., C. & P. L. gen. mort. redemption fund..... | | | \$ 543 16 | \$ 543 16 |

OPERATING RESERVES.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|--|----------------------------|-------------------------------|----------------------------------|----------------------------|
| Loss and damage, personal injury and overcharge claims..... | \$248,168 08 | \$ 1,398,003 05 | \$ 1,379,648 68 | \$ 266,522 45 |
| Replacement of property..... | 4,107 45 | 16,989 22 | 3,239 49 | 17,857 18 |
| Total..... | \$252,275 53 | \$ 1,414,992 27 | \$ 1,382,888 17 | \$ 284,379 63 |

RESERVES FROM INCOME OR SURPLUS.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|---|----------------------------|-------------------------------|----------------------------------|----------------------------|
| Not specifically invested: Reserve from surplus for doubtful accounts, etc..... | \$ 57,474 87 | \$ 3,451 25 | \$ 9,896 01 | \$ 51,030 11 |

ADVANCES TO PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES.

Temporary Advances for Various Purposes.

| NAME OF COMPANY | AMOUNT |
|--|---------------|
| Tampa Terminal Company..... | \$ 2,607 13 |
| North Carolina Terminal Company..... | 154,477 51 |
| Jacksonville Terminal Company..... | 26,598 01 |
| Georgia Construction Company..... | 65,283 57 |
| Savannah Union Station Company..... | 947 44 |
| Atlantic Coast Terminal Company..... | 397 70 |
| Raleigh and Charleston Railroad Company..... | 3,320 00 |
| Seaboard Investment Company..... | 164,213 82 |
| Total..... | \$ 417,845 18 |

SPECIAL DEPOSITS.

| DESIGNATION OF DEPOSIT AND DESCRIPTION OF SECURITY OR PROPERTY | SECURITIES | | Cash | Total |
|---|------------|-----------------------|--------------|---------------|
| | Par Value | Cost or Book Value | | |
| \$100,000 G. & A. 1st con. mort. bonds..... | \$ 100,000 | \$100,000 00 | ----- | \$ 100,000 00 |
| Insurance collected on equipment de- posited with trustee..... | ----- | ----- | \$ 12,787 97 | 12,787 97 |
| Money received for sale mortgaged land deposited with trustee..... | ----- | ----- | 5,412 45 | 5,412 45 |
| Special equipment fund..... | ----- | ----- | 138,676 60 | 138,676 60 |
| Total..... | \$ 100,000 | \$100,000 00 | \$156,877 02 | \$ 256,877 02 |

**SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—
PHYSICAL PROPERTY.**

Auxiliary or Outside Operations.

| DESIGNATION | Revenues | Expenses | Net Revenue or Deficit |
|-------------------------------------|---------------|---------------|------------------------|
| Dining and special car service..... | \$ 124,859 08 | \$ 151,173 20 | Def. \$26,314 12 |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Revenue (or Income) | Expenses | Net Income or Loss |
|---|---------------------|-------------|--------------------|
| Rail and other track material leased..... | \$ 18,243 49 | \$ 2,249 63 | \$ 15,993 86 |

RENTS RECEIVABLE.

Joint Facility Rent Income.

| FACILITY LEASED | LOCATION | NAME OF LESSEE | Amount |
|--|--|------------------------------------|-------------|
| <i>Tracks:</i> | | | |
| Main line track..... | Weldon, N. C., to Grays, N. C. | Atlantic Coast Line R. R..... | \$ 279 65 |
| | Archer, Fla., to Morriston, Fla. | Atlantic Coast Line R. R..... | 4,490 17 |
| | Tavares, Fla., to Ellsworth Jet., Fla. | Tavares and Gulf Ry..... | 160 00 |
| | Wellington, Ala., to Cartersville, Ga. | Louisville and Nashville R. R..... | 36,055 51 |
| | Ybor City, Fla., to Tampa, Fla. | Tampa Northern R. R..... | 1,080 00 |
| | Birmingham, Ala. | Central of Ga..... | 723 47 |
| | Central Jet., near Savannah, Ga. | Brinson Ry..... | 480 00 |
| | Welborn, Fla. | Fla. and Ga. Ry..... | 40 00 |
| | Raleigh, N. C. | Norfolk-Southern..... | 1,040 09 |
| <i>Yards and Terminals:</i> | | | |
| Passenger stations..... | Cordele, Ga. | G. S. & F. Ry..... | 39 80 |
| | Cordele, Ga. | A. B. & A. Ry..... | 9 75 |
| | Live Oak, Fla. | L. O. P. & G. Ry..... | 150 00 |
| | Live Oak, Fla. | Fla. Ry..... | 150 00 |
| | Maxton, N. C. | A. C. L. R. R..... | 120 00 |
| | Richland, Ga. | G. F. & A. Ry..... | 444 95 |
| | Ocala, Ga. | Ocala Sou. Ry..... | 166 02 |
| | Albany, Ga. | A. C. L. Ry..... | 20 04 |
| | Suffolk, Va. | Virginian Ry..... | 188 92 |
| | Raleigh, N. C. | Norfolk-Southern Ry..... | 786 53 |
| | Raleigh, N. C. | R. C. & Sou..... | 69 33 |
| Freight track..... | Jacksonville, Fla. | A. C. L. R. R..... | 25 00 |
| Freight stations..... | Cordele, Ga. | G. S. W. & G. Ry..... | 715 00 |
| | Durham, N. C. | D. & S. C. Ry..... | 1,031 28 |
| | Americus, Ga. | Central of Ga..... | 156 96 |
| | Durham, N. C. | D. & S. Ry..... | 2,097 00 |
| | Bostic, N. C. | C. C. & O..... | 20 76 |
| <i>Freight and passenger stations:</i> | | | |
| | Athens, Ga. | Gainesville Mid..... | 1,741 81 |
| | Collins, Ga. | Ga. C. & P..... | 256 92 |
| | Cameron, N. C. | Randolph & E..... | 162 00 |
| | McBee, S. C. | C. M. & C..... | 480 00 |
| | Manson, N. C. | Roan. Riv. R. R..... | 60 00 |
| | Pell City, Ala. | Birmingham and Atlanta..... | 110 00 |
| | Greenwood, S. C. | Piedmont N. Lines..... | 817 21 |
| | Kilby, Va. | N. & W. Ry..... | 44 05 |
| Total..... | | | \$54,233 22 |

RENTS RECEIVABLE—CONTINUED.

Income from Lease of Road.

| ROAD LEASED | LOCATION | NAME OF LESSEE | Amount |
|------------------------|--|---------------------------------|-------------|
| Carthage R. R..... | Cameron, N. C., to Carthage, N. C..... | Randolph and Cumberland Ry... | \$ 1,440 00 |
| Gibson Branch..... | Hamlet, N. C., to Gibson, N. C..... | North and South Carolina Ry.... | 1,500 00 |
| Silver Springs Branch. | Silver Springs Jct., to Silver Springs, Fla..... | Ocala Northern R. R..... | 1,500 00 |
| Total..... | | | \$ 4,440 00 |

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESEE | Amount |
|--------------------------------------|---------------|--------------|
| Various..... | Various..... | \$ 45,965 10 |

Large number of items from \$5.00 up, too numerous to list.

MISCELLANEOUS INCOME.

| SOURCE OF INCOME | AMOUNT |
|---|-----------|
| Various—Large number of items from \$5.00 up..... | \$ 387 35 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| FACILITY LEASED | LOCATION | NAME OF LESSEE | Amount |
|--|--|--------------------------------|--------------|
| <i>Joint Tracks:</i> | | | |
| Water works track..... | Montgomery, Ala..... | Central of Ga..... | \$ 528 00 |
| Passenger train track.... | Howells, Ga., to Atlanta, Ga..... | N. C. & St. L..... | 16,250 03 |
| Bridge and track..... | Hilton, N. C., to Navassa, N. C..... | Wilmington Ry. Bridge Co..... | 5,425 00 |
| Compress track..... | Americus, Ga..... | Central of Ga..... | 115 68 |
| Use of track..... | Birmingham, Ala., to Bes- semer, Ala..... | K. C. M. & B. R. R..... | 13,055 99 |
| Use of track..... | Manchester, Va..... | Southern Ry..... | 130 00 |
| <i>Yards and Terminals:</i> | | | |
| Passenger stations..... | Wilmington, N. C..... | A. C. L. R. R..... | 3,147 24 |
| | Helena, Ga..... | Southern Ry..... | 7 80 |
| | Jacksonville, Fla..... | Jacksonville Terminal Co..... | 13,076 67 |
| | Columbus, Ga..... | Central of Ga..... | 486 05 |
| | Savannah, Ga..... | Savannah Union Station Co..... | 12,758 31 |
| | Tampa, Fla..... | Tampa Union Station Co..... | 4,973 91 |
| | Pembroke, N. C..... | A. C. L. R. R..... | 73 22 |
| | Durham, N. C..... | Durham Union Station Co..... | 431 24 |
| | Raleigh, N. C..... | North Carolina Ry..... | 958 78 |
| | Atlanta, Ga..... | N. C. & St. L..... | 2,415 37 |
| | Montgomery, Ala..... | L. & N. R. R..... | 1,549 70 |
| | Denmark, S. C..... | Southern Ry..... | 69 05 |
| | Lincolnton, N. C..... | C. & N. W..... | 154 20 |
| | Birmingham, Ala..... | Birmingham Terminal Co..... | 7,213 05 |
| | Clinton, S. C..... | C. N. & L. R. R..... | 3,053 55 |
| | Gary, Fla..... | Tampa Nor. R. R..... | 472 50 |
| <i>Other Facilities:</i> | | | |
| Interchange track..... | Birmingham, Ala..... | Birmingham Belt R. R..... | 404 88 |
| Crossing track..... | Birmingham, Ala..... | Birmingham Belt R. R..... | 275 00 |
| Freight terminals..... | Atlanta, Ga..... | N. C. & St. L..... | 2,000 00 |
| Freight terminals..... | Bostic, N. C..... | C. C. & O. Ry..... | 3,097 35 |
| Freight facilities..... | Albany, Ga..... | G. So. W. & G..... | 900 00 |
| Freight facilities..... | Maxwell, S. C..... | C. & W. C. R. R..... | 262 68 |
| Freight and passenger facilities..... | River Jct., Fla..... | A. C. L. R. R..... | 597 92 |
| | Meldrim, Ga..... | Central of Georgia..... | 32 12 |
| | Athens, Ga..... | Athens Terminal Co..... | 9,241 00 |
| Well..... | Pitts, Ga..... | Gulf Line Ry..... | 24 00 |
| Freight and passenger facilities..... | Bradley Jct., Fla..... | G. H. & N. Ry..... | 108 42 |
| Total..... | | | \$103,318 71 |

Deductions for Lease of Other Roads.

| ROAD LEASED | Cash | Total |
|---|--------------|--------------|
| Meldrim to Lyons, Ga., branch C. of Ga. Ry..... | \$ 43,500 00 | \$ 43,500 00 |
| Belt R. R. of Columbus, Ga..... | 7,500 00 | 7,500 00 |
| Total..... | \$ 51,000 00 | \$ 51,000 00 |

RENTS PAYABLE—CONTINUED.

Miscellaneous Rent Deductions.

| Description of Property | LOCATION | NAME OF LESSOR | Amount |
|-------------------------|------------------------|--|--------------|
| Right of way..... | Portsmouth, Va..... | City of Portsmouth..... | \$ 2,815 00 |
| Track..... | McRae, Ga..... | McRae Terminal Co..... | 1,552 90 |
| Right of way..... | Durham, N. C..... | Southern Railway..... | 600 00 |
| Right of way..... | Jacksonville, Fla..... | Estate of Dexter Hunter..... | 9,000 00 |
| Land..... | Richmond, Va..... | N. W. Bowe & Son (agent for A. D. Williams)..... | 600 00 |
| Land..... | Ensley, Ala..... | St. Louis and San Francisco Ry..... | 29 20 |
| Land..... | Alberta, Va..... | Virginian Railway..... | 4 00 |
| Right of way..... | Savannah, Ga..... | Central of Georgia Ry..... | 5 00 |
| Track..... | Gainesville, Fla..... | Atlantic Coast Line R. R. Co..... | 37 34 |
| Total..... | | | \$ 14,643 44 |

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|-------|--------------------------------------|-------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCURED ON EQUIPMENT BORROWED: | | | | | |
| Passenger locomotives..... | 1,550½ | ----- | ----- | ----- | \$ 12,871 29 |
| Freight locomotives..... | | | | | |
| Work locomotives..... | | | | | |
| Passenger-train cars..... | 1,268 | ----- | 1,671,327 | ----- | 54,189 17 |
| Freight-train cars..... | 3,868,688 | ----- | ----- | ----- | 1,529,012 19 |
| Work cars..... | 616 | ----- | ----- | ----- | 245 98 |
| Total..... | 3,872,123 | ----- | 1,671,327 | ----- | \$1,596,318 63 |
| ACCURED ON EQUIPMENT LOANED: | | | | | |
| Passenger locomotives..... | 2,386 | ----- | ----- | ----- | \$ 12,029 59 |
| Freight locomotives..... | | | | | |
| Passenger-train cars..... | | | | | |
| Freight-train cars..... | 228 | ----- | 1,321,904 | ----- | 43,069 35 |
| Work cars..... | 3,647,506 | ----- | ----- | ----- | 1,442,861 37 |
| | 1,110 | ----- | ----- | ----- | 4,070 45 |
| Total..... | 3,651,230 | ----- | 1,321,904 | ----- | \$1,502,050 76 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars.

| CARS USED | | | COMPENSATION | |
|--|-------------|------------------|--------------|-----------|
| NAME OF OWNER | Description | Number Car-miles | Rate | Amount |
| Alabama Cotton Oil Co. | Box | 36 | 6-10 | \$ 22 |
| American Asphaltum and Rubber Co. | Tank | 722 | 1/2 | 5 42 |
| American Cotton Oil Company | Tank | 420,323 | 1/2 | 3,152 43 |
| American Milling Company | Tank | 326 | 1/2 | 2 45 |
| American Refrigerator Transit Company | Refr. | 55,889 | 1/2 | 419 19 |
| American Tank Line | Tank | 814 | 1/2 | 6 11 |
| Armour Car Lines | Box | 15,259 | 6-10 | 95,948 15 |
| Armour Car Lines | Refr. | 12,780,871 | 1/2 | |
| Arms Palace Horse and Stock Car Co. | Stock | 21,221 | 1/2 | 159 17 |
| Atlanta Gas Light Company | Tank | 4,938 | 1/2 | 37 04 |
| Atlantic Seaboard Despatch | Refr. | 13,661 | 1/2 | 102 46 |
| Barrett Manufacturing Co. | Tank | 7,027 | 1/2 | 52 71 |
| Brill, J. G. & Co. | Tank | 7,898 | 1/2 | 59 23 |
| Central Fruit Despatch | Refr. | 171,652 | 1/2 | 1,287 40 |
| Chicago, N. Y. and Boston Refr. Co. | Refr. | 7,158 | 1/2 | 53 69 |
| Chicago Refrigerator Car Co. | Refr. | 19,437 | 1/2 | 145 78 |
| Cleveland Provision Company | Refr. | 428 | 1/2 | 3 22 |
| Cold Blast Transportation | Refr. | 21,530 | 1/2 | 161 49 |
| Crescent Tank Line | Tank | 1,554 | 1/2 | 11 66 |
| Cudahy Refrigerator Line | Refr. | 147,699 | 1/2 | 1,107 75 |
| Cudahy Milwaukee Refr. Line | Refr. | 1,922 | 1/2 | 14 43 |
| Dairy Shippers Despatch | Refr. | 898 | 1/2 | 6 74 |
| Dold Packing Company, Jacob | Refr. | 19,926 | 1/2 | 149 45 |
| Doud Stock Car Company | Stock | 1,655 | 1/2 | 17 00 |
| Doud Stock Car Company | Stock | 763 | 6-10 | 17 00 |
| Dupont Powder Company | Tank | 810 | 1/2 | 6 08 |
| Evansville Packing Company | Refr. | 32,837 | 1/2 | 246 29 |
| Frisco Refrigerator Line | Refr. | 138,750 | 1/2 | 1,040 63 |
| Farmers Oil and Fertilizer Company | Tank | 320 | 1/2 | 2 41 |
| Florida Cotton Oil Company | Tank | 30,661 | 1/2 | 229 96 |
| Garrett Winery Company | Tank | 2,653 | 1/2 | 19 90 |
| German-American Car Co. | Tank | 189,054 | 1/2 | 1,417 93 |
| Goodwin Manufacturing Company | Gondola | 1,333 | 6-10 | 8 00 |
| Gulf Refining Company | Tank | 133,301 | 1/2 | 999 77 |
| Heinz Company, H. J. | Refr. | 678 | 1/2 | 5 09 |
| Houston Packing Company | Refr. | 3,939 | 1/2 | 29 55 |
| Indian Refining Company | Tank | 6,320 | 1/2 | 47 41 |
| International Agricultural Corporation | Tank | 9,127 | 1/2 | 68 46 |
| Kentucky Refining Company | Tank | 4,023 | 1/2 | 30 14 |
| Kingan Refrigerator Line | Refr. | 89,475 | 1/2 | 671 10 |
| Lemp Refrigerator Company | Refr. | 552 | 1/2 | 4 14 |
| Libby, McNeil and Libby | Refr. | 644 | 1/2 | 4 84 |
| Lipe, F. W. | Box | 1,075 | 6-10 | 6 45 |
| Louisville Soap Company | Tank | 13,375 | 1/2 | 100 32 |
| Mather Horse and Stock Car Company | Refr. | 2,850 | 1/2 | 44 28 |
| Mather Horse and Stock Car Company | Stock | 3,818 | 6-10 | |
| Menasha Woodenware Company | Box | 2,560 | 6-10 | 15 36 |
| Merchants Despatch Transportation Co. | Refr. | 307,186 | 1/2 | 2,303 90 |
| Milwaukee Refrigerator Transit Company | Refr. | 27,332 | 1/2 | 206 01 |
| Missouri River Despatch | Refr. | 86,364 | 1/2 | 647 75 |
| Morris & Company, Nelson | Refr. | 37,096 | 1/2 | 278 24 |
| National Car Line | Refr. | 13,620 | 1/2 | 102 15 |
| National Despatch Line | Box | 557 | 6-10 | 3 35 |
| National Transp. and Terminal Co. | Tank | 11,548 | 1/2 | 86 63 |
| New Louisville Packing Company | Refr. | 18,428 | 1/2 | 138 21 |
| Pacific Fruit Express | Refr. | 79,136 | 1/2 | 593 54 |
| Peerless Transit Line | Tank | 1,645 | 1/2 | 12 37 |
| Piper & Company, W. H. | Tank | 2,244 | 1/2 | 16 83 |
| Pittsburgh-Buffalo Company | Hoppers | 382 | 6-10 | 2 29 |
| Portsmouth Cotton Oil Refining Co. | Tank | 79,825 | 1/2 | 598 69 |
| Proctor & Gamble Co. | Tank | 111,944 | 1/2 | 839 62 |
| Pullman Company | Tourist | 56,710 | 1c | 3,807 82 |
| Pullman Company | Composite | 108,024 | 3c | |
| Richardson Lubricating Company | Tank | 2,054 | 1/2 | 15 42 |
| St. Louis Independent Packing Co. | Refr. | 7,286 | 1/2 | 58 72 |
| St. Louis Refrigerator Car Company | Refr. | 181,537 | 1/2 | 1,361 56 |
| Santa Fe Refrigerator Despatch | Refr. | 66,924 | 1/2 | 501 95 |
| Shippers Refrigerator Car Company | Refr. | 4,680 | 1/2 | 35 10 |
| Smith Roofing and Construction Co. | Tank | 1,256 | 1/2 | 1 83 |
| Solvay Process Co. | Tank | 230,502 | 1/2 | 1,728 80 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars—Continued.

| CARS USED | | | COMPENSATION | |
|--|-------------|------------------|---------------|---------------|
| NAME OF OWNER | Description | Number Car-miles | Rate | Amount |
| Southern Cotton Oil Company..... | Tank..... | 190,181 | $\frac{3}{4}$ | \$ 1,426 36 |
| Southern Ice Company..... | Refr..... | 2,076 | $\frac{3}{4}$ | 15 55 |
| Southern Refining and Manufacturing Co.. | Tank..... | 4,065 | $\frac{3}{4}$ | 30 49 |
| Southern Tank Car Line..... | Tank..... | 19,133 | $\frac{3}{4}$ | 143 52 |
| Spencer Kellogg & Sons..... | Tank..... | 4,794 | $\frac{3}{4}$ | 35 96 |
| Streets Western Stable Car Line..... | Stock..... | 7,671 | 6-10 | 46 02 |
| Swift Refrigerator Line..... | Refr..... | 584,825 | $\frac{3}{4}$ | 4,580 11 |
| Swift Refrigerator Line..... | Tank..... | 25,855 | $\frac{3}{4}$ | |
| Texas Company..... | Tank..... | 95,281 | $\frac{3}{4}$ | 714 65 |
| Tiona Refining Company..... | Tank..... | 1,000 | $\frac{3}{4}$ | 7 50 |
| Union Petroleum Company..... | Tank..... | 500 | $\frac{3}{4}$ | 3 75 |
| Union Refrigerator Transit Company..... | Refr..... | 150,654 | $\frac{3}{4}$ | 1,129 91 |
| Union Tank Line..... | Tank..... | 556,518 | $\frac{3}{4}$ | 4,173 89 |
| Virginia Tank Car Corporation..... | Tank..... | 78,603 | $\frac{3}{4}$ | 589 53 |
| Western Heater Despatch..... | Refr..... | 13,205 | $\frac{3}{4}$ | 99 04 |
| Westinghouse Electric and Supply Co..... | Flats..... | 690 | 6-10 | 4 14 |
| White City Refrigerator Despatch..... | Refr..... | 15,670 | $\frac{3}{4}$ | 117 55 |
| Total..... | | | | \$ 134,359 15 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|-----------------|
| Equipment interchanged..... | \$ 1,502,050 76 | \$ 1,596,318 63 |
| Private cars..... | | 134,359 15 |
| Total..... | \$ 1,502,050 76 | \$ 1,730,677 78 |
| Balance, as shown in income statement..... | | 228,627 02 |

RAILWAY TAX ACCRUALS

| STATE OR TERRITORY | AD VALOREM TAX | | SPECIFIC TAX | | | On Property Owned, not Used in Operation and Miscellaneous | Internal Revenue U. S. Government | TOTAL |
|---------------------|--|--|-------------------------------|--|---|--|-----------------------------------|---------------|
| | On the Value of Real and Personal Property | On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or Other Results of Operation | On Stocks, Bonds, Loans, etc. | On Gross or Net Earnings, Revenue or Dividends | On Traffic or some Physical Quality of Property Operated, or on Privilege | | | |
| Virginia..... | \$ 76,120 74 | ----- | \$ 50 00 | \$ 11,458 02 | ----- | ----- | ----- | \$ 87,628 76 |
| North Carolina..... | 209,200 76 | ----- | ----- | ----- | \$ 3,081 75 | ----- | ----- | 212,282 51 |
| South Carolina..... | 89,261 60 | ----- | ----- | 1,746 84 | ----- | ----- | ----- | 91,008 44 |
| Georgia..... | 192,927 06 | ----- | 100 00 | ----- | 10 00 | ----- | ----- | 202,817 60 |
| Alabama..... | 55,027 84 | ----- | 1,329 96 | ----- | 11,516 50 | ----- | ----- | 56,367 80 |
| Florida..... | 273,323 40 | ----- | ----- | ----- | ----- | ----- | ----- | 284,839 90 |
| U. S. Revenue..... | ----- | ----- | ----- | ----- | ----- | ----- | \$ 21,054 99 | 21,054 99 |
| Total..... | \$ 895,861 40 | \$ 9,790 54 | \$ 1,479 96 | \$ 13,204 86 | \$ 14,608 25 | ----- | \$ 21,054 99 | \$ 956,000 00 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All extensions of road put in operation—Line constructed and put into operation:

March 15, 1913, Mulberry to Bartow, Fla., with branch to Royster Mine.....11.86 miles

All new funded debt issued—

August 23, 1912—\$2,750,000 refunding 4's.

March 17, 1913—\$6,350,000 refunding 4's.

May 14, 1913—\$785,000 refunding 4's.

July 15, 1912—\$2,060,000 equipment trust "O".

April 1, 1913, average date—\$5,000,000 three-year gold notes.

All changes in the respondent's holdings of stocks and funded debt—

Stock purchased:

May 14, 1913, \$900,000 North and South Carolina Railway inc. in bonds.

Bonds purchased:

May 14, 1913, \$1,000,000 North and South Carolina Railway, \$600,000.

Bonds disposed of:

January 2, 1913, \$5,000 Florida Publishing Company, \$1,135.

Bonds sold:

May 14, 1913, \$800,000 refunding 4's, \$600,000.

April 1, 1913, average date—\$5,000,000 three-year gold notes, \$4,888,150.

Adjustments in the book value of securities owned, and reasons therefor—

Adjustment in book value stock:

\$20,000 Wilmington Railway Bridge Company increased from \$1.00 to \$27,883.63, caused by payment of \$27,882.63, being S. A. L. Ry. proportion cost bridge improvements.

Retirement of respondent's securities—

Cancelled, retired and charged to cost of road:

• \$50,000 Fernandina Terminal mortgage and bond, \$50,000.00.

All other important financial changes—

Car trust "C" expired April 1, 1913.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|-------------------|---|------------------|----------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 113,979,096 41 | Road..... | \$113,979,096 41 | |
| 12,213,660 89 | Equipment..... | 12,213,660 89 | |
| 23,633,179 29 | Investment since June 30, 1907: | | |
| 7,065,357 62 | Road..... | 25,396,351 83 | |
| 28,876 66 | Equipment..... | 8,997,351 85 | |
| | General expenditures..... | 28,876 66 | |
| \$ 156,910,170 87 | | \$160,615,337 64 | \$ 3,705,166 77 |
| 1,369,532 65 | Reserve for accrued depreciation—Cr..... | 1,724,436 66 | 354,904 01 |
| \$ 155,520,638 22 | Total..... | \$158,890,900 98 | \$ 3,370,262 76 |
| | <i>II. Securities:</i> | | |
| | Securities of proprietary, affiliated and controlled companies—Pledged: | | |
| \$ 577,990 13 | Stocks..... | \$ 605,872 76 | |
| 29,510,000 00 | Securities issued or assumed—Pledged: | 40,040,000 00 | |
| | Funded debt..... | | |
| 401,678 33 | Securities of proprietary, affiliated and controlled companies—Unpledged: | 401,678 33 | |
| 203,000 00 | Stocks..... | 753,550 00 | |
| | Funded debt..... | | |
| \$ 30,692,668 46 | Total..... | \$ 41,800,551 09 | \$ 11,107,882 63 |
| | <i>III. Other Investments:</i> | | |
| | Miscellaneous investments: | | |
| \$ 398,647 51 | Physical property..... | \$ 411,082 86 | |
| 1,082,009 85 | Securities—Pledged..... | 1,082,009 85 | |
| 335,927 25 | Securities—Unpledged..... | 334,792 25 | |
| \$ 1,816,584 61 | Total..... | \$ 1,827,884 96 | \$ 11,300 35 |
| | WORKING ASSETS | | |
| \$ 1,692,895 99 | Cash..... | \$ 4,512,494 17 | \$ 2,819,598 18 |
| | Securities issued or assumed—Held in treasury: | | |
| 1,602,500 00 | Stocks..... | 1,602,500 00 | |
| 1,445,000 00 | Funded debt..... | | *1,445,000 00 |
| 59,516 12 | Loans and bills receivable..... | 216,643 88 | -157,127 76 |
| 224,228 69 | Traffic and car-service balances due from other companies..... | 369,142 99 | 144,914 30 |
| 332,766 93 | Net balance due from agents and conductors..... | 245,610 58 | *87,156 35 |
| 476,566 43 | Miscellaneous accounts receivable..... | 678,614 74 | 202,048 31 |
| 1,367,539 62 | Material and supplies..... | 1,896,755 50 | 529,215 88 |
| 169,972 96 | Other working assets..... | 233,059 52 | 63,086 56 |
| \$ 7,370,986 74 | Total..... | \$ 9,754,821 38 | \$ 2,383,834 64 |
| | DEFERRED DEBIT ITEMS | | |
| | Advances: | | |
| \$ 232,716 89 | Temporary advances to proprietary, affiliated and controlled companies..... | \$ 417,845 18 | \$ 185,128 29 |
| 10,247 35 | Working funds..... | 32,352 15 | 22,104 80 |
| 168,000 00 | Other advances..... | 178,000 00 | 10,000 00 |
| 80,583 28 | Rents and insurance paid in advance..... | 69,071 77 | *11,511 51 |
| 10,587,737 24 | Unextinguished discount on funded debt..... | 10,631,666 88 | 43,929 64 |
| 121,022 73 | By special deposits..... | 256,877 02 | 135,854 29 |
| 5,812 10 | Cash and securities in sinking and redemption funds..... | 543 16 | *5,266 96 |
| 404,790 21 | Other deferred debit items..... | 5,519 52 | 90,729 35 |
| \$ 11,610,909 80 | Total..... | \$ 12,611,875 68 | \$ 470,965 88 |
| \$ 207,011,787 83 | Grand total..... | \$224,506,034 09 | \$ 17,344,246 26 |

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

| JUNE 30, 1912 | LIABILITIES | JUNE 30, 1913 | Increase or Decrease |
|-------------------|--|------------------|-------------------------|
| Amount | | Amount | |
| | Stock | | |
| \$ 37,516,000 00 | Capital stock..... | \$ 37,516,000 00 | ----- |
| 25,000,000 00 | Preferred stock..... | 25,000,000 00 | ----- |
| \$ 62,516,000 00 | Total..... | \$ 62,516,000 00 | ----- |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 103,885,000 00 | Mortgage bonds..... | \$113,770,000 00 | ----- |
| 25,000,000 00 | Collateral trust bonds..... | 5,000,000 00 | ----- |
| 5,480,000 00 | Income bonds..... | 25,000,000 00 | ----- |
| | Equipment trust obligations..... | 6,333,000 00 | ----- |
| \$ 134,365,000 00 | Total..... | \$150,103,000 00 | \$ 15,738,000 00 |
| | WORKING LIABILITIES | | |
| \$ 357,688 14 | Traffic and car service balances due to other companies..... | \$ 462,175 98 | \$ 104,427 84 |
| 1,516,764 40 | Audited vouchers and wages unpaid..... | 1,495,747 74 | *21,016 66 |
| 222,253 46 | Miscellaneous accounts payable..... | 171,845 34 | *50,408 12 |
| 720,513 75 | Matured interest, dividends and rents unpaid..... | 718,996 75 | *1,517 00 |
| 64,000 00 | Matured mortgage, bonded and secured debt unpaid..... | 24,000 00 | *40,000 00 |
| 64,230 49 | Other working liabilities..... | 20,317 81 | *43,912 68 |
| \$ 2,945,450 24 | Total..... | \$ 2,893,083 62 | \$ *52,366 62 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 1,364,401 54 | Unmatured interest, dividends and rents payable..... | \$ 1,488,070 23 | \$ 123,668 69 |
| 353,635 48 | Taxes accrued..... | 358,852 57 | 5,217 09 |
| \$ 1,718,037 02 | Total..... | \$ 1,846,922 80 | \$ 128,885 78 |
| | DEFERRED CREDIT ITEMS | | |
| \$ 252,275 53 | Operating reserves..... | \$ 284,379 63 | \$ 32,104 10 |
| 206,510 74 | Other deferred credit items..... | 258,993 73 | 50,482 99 |
| \$ 460,786 27 | Total..... | \$ 543,373 36 | \$ 82,587 09 |
| | APPROPRIATED SURPLUS | | |
| \$ 57,474 87 | Not specifically invested..... | \$ 51,030 11 | \$ *6,444 70 |
| | PROFIT AND LOSS | | |
| \$ 4,949,039 43 | Balance..... | \$ 6,402,624 20 | \$ 1,453,584 77 |
| \$ 207,011,787 83 | Grand total..... | \$224,356,034 09 | \$ 17,344,246 28 |

*Decrease.

Explanatory Remarks.

CONTINGENT LIABILITIES

| | Total Issue | S. A. L. Liability |
|--|----------------|-----------------------|
| Jacksonville Terminal Company, first mortgage bonds..... | \$ 500,000 | 1 ₂ |
| Birmingham Terminal Company, first mortgage bonds..... | 1,940,000 | 1 ₂ |
| Wilmington Railway Bridge Company, first mortgage bonds..... | 217,000 | 1 ₂ |
| Richmond-Washington Company, coll. trust mortgage bonds..... | 9,500,000 | 1 ₂ |
| Macon, Dublin and Savannah Railroad, first mortgage bonds..... | 1,505,000 | 100 ^c |
| Savannah and Statesboro Railroad, first mortgage bonds..... | 185,000 | 100 ^c |
| Raleigh and Charleston Railroad prior lien mortgage bonds..... | 350,000 | 100 ^c |
| Raleigh and Charleston Railroad Consolidated mortgage bonds..... | 200,000 | 100 ^c |
| Tampa Northern Railroad notes..... | 200,000 | 100 ^c |
| North and South Carolina Railway note..... | 1,057,000 | 100 ^c |
| Tampa and Gulf Coast Railroad, first mortgage bonds..... | 750,000 | 100 ^c |

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE
STATE OF VIRGINIA.

Freight or transportation companies or lines—Orangeburg Railway, agreement as to interchange of traffic and division of revenue.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|----------------------------------|---|-----------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 111,202 | 164,322 | 275,524 | 2.65 |
| Flour..... | 47,608 | 95,504 | 143,112 | 1.37 |
| Other mill products..... | 68,141 | 81,641 | 149,782 | 1.44 |
| Hay..... | 28,384 | 77,263 | 105,647 | 1.01 |
| Tobacco, leaf..... | 13,368 | 21,715 | 35,083 | .34 |
| Cotton..... | 129,289 | 109,471 | 238,760 | 2.29 |
| Fruit and vegetables..... | 173,167 | 143,649 | 316,816 | 3.04 |
| Other products of agriculture..... | 151,082 | 50,424 | 201,506 | 1.94 |
| Total..... | 722,241 | 743,989 | 1,466,230 | 14.08 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 14,427 | 9,440 | 23,867 | .23 |
| Dressed meats..... | ..... | 20,481 | 20,841 | .20 |
| Other packing house products..... | 25,219 | 45,749 | 70,968 | .68 |
| Poultry, game and fish..... | 3,355 | 1,191 | 4,546 | .04 |
| Wool..... | 57 | 461 | 518 | ..... |
| Hides and leather..... | 1,263 | 556 | 1,819 | .02 |
| Total..... | 44,321 | 78,238 | 122,559 | 1.17 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | ..... | 21,560 | 21,560 | .21 |
| Bituminous coal..... | 72,413 | 929,918 | 1,002,331 | 9.62 |
| Coke..... | 306 | 7,589 | 7,895 | .08 |
| Ore..... | 77,396 | 11,788 | 89,184 | .86 |
| Stones, sand and other like articles..... | 338,003 | 70,102 | 408,105 | 3.92 |
| Other products of mines..... | 881,435 | 150,274 | 1,031,709 | 9.91 |
| Total..... | 1,369,553 | 1,191,231 | 2,560,784 | 24.60 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 1,067,966 | 691,837 | 1,759,803 | 16.91 |
| Other products of forests..... | 984,603 | 155,356 | 1,139,959 | 10.95 |
| Total..... | 2,052,569 | 847,193 | 2,899,762 | 27.86 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 80,994 | 49,446 | 130,440 | 1.25 |
| Sugar..... | 20,303 | 21,862 | 42,165 | .41 |
| Naval stores..... | 118,697 | 67,533 | 186,230 | 1.79 |
| Iron, pig and bloom..... | 96,704 | 55,088 | 151,792 | 1.46 |
| Iron, steel rail and spikes..... | 44,368 | 61,839 | 106,207 | 1.02 |
| Other castings, machinery and hardware..... | 28,923 | 59,726 | 88,649 | .85 |
| Bar and sheet metal and nails..... | 32,311 | 63,095 | 95,406 | .92 |
| Cement, brick and lime..... | 323,976 | 232,032 | 556,008 | 5.34 |
| Agricultural implements..... | 3,322 | 6,177 | 9,499 | .09 |
| Wagons, carriages, tools, etc..... | 3,607 | 10,116 | 13,723 | .13 |
| Wines, liquors and beers..... | 5,632 | 35,668 | 41,300 | .40 |
| Household goods and furniture..... | 17,373 | 13,442 | 30,815 | .30 |
| Other manufactures..... | 690,153 | 457,814 | 1,147,967 | 11.03 |
| Total..... | 1,466,363 | 1,133,838 | 2,600,201 | 24.99 |
| Merchandise..... | 170,433 | 235,726 | 406,159 | 3.90 |
| Miscellaneous—Other commodities not mentioned above..... | 201,417 | 152,130 | 353,547 | 3.40 |
| Total tonnage..... | 6,026,897 | 4,382,345 | 10,409,242 | 100.00 |

FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 50,753 | 26,881 | 77,634 | 2.75 |
| Flour..... | 15,940 | 14,747 | 30,687 | 1.08 |
| Other mill products..... | 21,202 | 4,876 | 26,078 | .93 |
| Hay..... | 9,876 | 11,266 | 21,142 | .75 |
| Tobacco, leaf..... | 9,293 | 17,505 | 26,798 | .95 |
| Cotton..... | 16,647 | 13,435 | 30,082 | 1.07 |
| Fruit and vegetables..... | 97,855 | 66,116 | 163,971 | 5.82 |
| Other products of agriculture..... | 34,317 | 3,884 | 38,201 | 1.35 |
| Total..... | 255,883 | 158,710 | 414,593 | 14.70 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 3,601 | 1,509 | 5,110 | .18 |
| Dressed meats..... | | 1,758 | 1,758 | .06 |
| Other packing-house products..... | 10,361 | 3,139 | 13,500 | .48 |
| Poultry, game and fish..... | 2,747 | 381 | 3,128 | .11 |
| Wool..... | 35 | 296 | 331 | .01 |
| Hides and leather..... | 553 | 285 | 838 | .03 |
| Total..... | 17,297 | 7,368 | 24,665 | .87 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | 7,327 | 213,635 | 220,962 | 7.83 |
| Bituminous coal..... | | | | |
| Coke..... | 28 | 420 | 448 | .02 |
| Ores..... | 125 | 8,351 | 8,476 | .30 |
| Stone, sand and other like articles..... | 25,853 | 12,278 | 38,131 | 1.35 |
| Other products of mines..... | 2,735 | 10,383 | 13,118 | .47 |
| Total..... | 36,068 | 245,067 | 281,135 | 9.97 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 540,274 | 223,521 | 763,795 | 27.09 |
| Other products of forests..... | 499,265 | 66,372 | 565,637 | 20.06 |
| Total..... | 1,039,539 | 289,893 | 1,329,432 | 47.15 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 28,675 | 19,269 | 47,944 | 1.70 |
| Sugar..... | 6,161 | 7,488 | 13,649 | .48 |
| Naval stores..... | 2,657 | 1,094 | 3,751 | .13 |
| Iron, pig and bloom..... | 37,963 | 14,152 | 52,115 | 1.85 |
| Iron and steel rails and spikes..... | 2,763 | 16,904 | 19,667 | .70 |
| Other castings and machinery and hardware..... | 6,960 | 34,950 | 41,910 | 1.49 |
| Bar and sheet metal and nails..... | 4,138 | 37,315 | 41,453 | 1.47 |
| Cement, brick and lime..... | 18,332 | 28,927 | 47,259 | 1.68 |
| Agricultural implements..... | 230 | 2,596 | 2,826 | .10 |
| Wagons, carriages, tools, etc..... | 1,026 | 3,238 | 4,264 | .15 |
| Wines, liquors and beers..... | 3,562 | 3,040 | 6,602 | .23 |
| Household goods and furniture..... | 1,780 | 3,290 | 5,070 | .18 |
| Other manufactures..... | 136,678 | 85,646 | 222,324 | 7.89 |
| Total..... | 250,925 | 257,909 | 508,834 | 18.05 |
| Merchandise..... | 55,559 | 118,320 | 173,879 | 6.17 |
| Miscellaneous; Other commodities not mentioned above..... | 42,434 | 44,607 | 87,041 | 3.09 |
| Total tonnage—State..... | 1,697,705 | 1,121,874 | 2,819,579 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton, Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|--|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 185,129 | 34,914,807 | 342,147 | | 980 |
| Hay..... | 92,201 | 15,400,390 | 164,242 | 01 | 066 |
| Cotton..... | 81,908 | 29,768,686 | 583,511 | 01 | 960 |
| Live stock..... | 21,159 | 3,042,598 | 61,277 | 02 | 014 |
| Dressed meats..... | 20,841 | 4,333,331 | 44,667 | 01 | 031 |
| Anthracite coal..... | 21,560 | 5,029,005 | 28,969 | | 576 |
| Bituminous coal..... | 999,314 | 118,073,304 | 708,387 | | 600 |
| Lumber..... | 1,747,521 | 259,798,994 | 2,038,422 | | 785 |

MILEAGE—ENTIRE LINE.

Mileage of Road Operated (All Tracks.)

| LINE IN USE | LINE OWNED | | Line of Proprietary Companies | Line Operated Under Lease | Line Operated Under Contract, etc. | Line Operated Under Trackage Rights | Total Mileage Operated | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|-------------------------------|---------------------------|------------------------------------|-------------------------------------|------------------------|----------------------------------|-------|----------|
| | Main Line | Branches and Spurs | | | | | | | Iron | Steel |
| Miles of single track..... | 2,946.07 | 56.29 | | 57.65 | 3.86 | 18.11 | 3,081.98 | 11.86 | .23 | 3,083.64 |
| Miles of second track..... | 2.15 | | | | | .80 | 3.05 | | | 2.15 |
| Miles of yard track and sidings..... | 798.23 | | | 13.81 | | 5.48 | 817.52 | 40.40 | 66.47 | 745.57 |
| Total mileage operated (all tracks)..... | 3,746.45 | 56.29 | | 71.46 | 3.86 | 24.40 | 3,902.55 | 52.26 | 66.70 | 3,811.36 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | | | |
|--|----------|-------|--|-------|------|-------|----------|-------|-----|----------|
| Virginia..... | 157.50 | | | | | | 157.50 | | | 157.50 |
| North Carolina..... | 610.44 | | | | | | 616.35 | | | 616.35 |
| South Carolina..... | 362.31 | 3.51 | | | 2.40 | | 362.95 | | | 362.95 |
| Georgia..... | 674.97 | 12.18 | | | | | 747.80 | | | 747.80 |
| Florida..... | 947.82 | 30.13 | | 57.65 | | 3.00 | 979.41 | 11.86 | .23 | 979.18 |
| Alabama..... | 193.03 | 9.83 | | | 1.46 | 15.11 | 217.97 | | | 202.86 |
| Total mileage operated (single track)..... | 2,946.07 | 56.29 | | 57.65 | 3.86 | 18.11 | 3,081.98 | 11.86 | .23 | 3,083.64 |

MILEAGE—ENTIRE LINE—CONTINUED.
Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Constructed During Year | RAILS | | REMARKS |
|--|------------|--------------------|---------------------|----------------------------------|-------|----------|--|
| | Main Line | Branches and Spurs | | | Iron | Steel | |
| Virginia..... | 157.50 | | | 157.50 | | 824.08 | *North Carolina mileage includes 10.13 miles Gibson Branch, leased. |
| North Carolina..... | 320.37 | 3.51 | 324.08 | | | 362.95 | mileage includes 2.00 miles Amelia Beach line and 1.90 miles Silver Springs Branch leased. |
| South Carolina..... | 332.31 | 12.64 | 362.95 | | | 687.15 | |
| Georgia..... | 674.97 | 30.13 | 687.15 | 11.86 | .23 | 981.82 | |
| Florida..... | 931.72 | 9.83 | 961.86 | | | 202.86 | |
| Alabama..... | 193.03 | | 202.86 | | | | |
| Total mileage operated (single track)..... | 2,960.10 | 56.29 | 3,016.39 | 11.86 | .23 | 3,016.16 | |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.
Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

RAILWAY EMPLOYEES

| KIND OF ACCIDENT | TRAINMEN | | STATIONMEN | | SHOPMEN | | TRACKMEN | | TELEGRAPH EMPLOYEES | | OTHER EMPLOYEES | | TOTAL | |
|---|----------|---------|------------|---------|---------|---------|----------|---------|---------------------|---------|-----------------|---------|--------|---------|
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| | | | | | | | | | | | | | | |
| Coupling or uncoupling..... | | 6 | | | | | | | | | | | | 6 |
| Collisions..... | 5 | 13 | | | | | | | | | | | 5 | 13 |
| Deraillments..... | | 6 | | | | | | | | | | | | 6 |
| Locomotives or cars breaking down..... | | 1 | | | | | | | | | | | | 1 |
| Falling from trains, locomotives, or cars..... | 1 | 4 | | | | | | | | | | | | 4 |
| Jumping on or off trains, locomotives, or cars..... | 1 | 6 | | | | | | | | | | | 1 | 6 |
| Struck by trains, locomotives, or cars..... | 1 | 1 | | | | | | | | | | | 5 | 3 |
| Overhead obstructions..... | 1 | 2 | | | | | 3 | 2 | | | 1 | 1 | 2 | 8 |
| Other causes..... | | 16 | | | | | | | | | | | | 16 |
| Total..... | 9 | 55 | | | | | 3 | 2 | | | 2 | 3 | 14 | 60 |

Average number employed during year: Trainmen, 143; switch tenders, crossing tenders and watchmen, 9; stationmen, 131; shopmen, 172; trackmen, 202; telegraph employees, 17; other employees, 93; total, 769.

ACCIDENTS TO PERSONS—STATE OF VIRGINIA—CONTINUED.
Accidents Resulting from the Movement of Trains, Locomotives, or Cars—Continued.

| KIND OF ACCIDENT | PASSENGERS | | Postal Clerks, Express Messengers, Pullman Employees, etc. | | | | OTHER PERSONS | | | | | | SUMMARY | TOTAL | | |
|---|------------|---------|--|---------|-------------|---------|-----------------|---------|--------|---------|--|--|--------------------------------|------------------|-----|-----|
| | Killed | Injured | Killed | Injured | TRESPASSING | | NOT TRESPASSING | | TOTAL | | | | | | | |
| | | | | | Killed | Injured | Killed | Injured | Killed | Injured | | | | | | |
| | | | | | | | | | | | | | | | | |
| Collisions..... | | 27 | 2 | 3 | | | | | | | | TABLE A: Railway employees. Passengers. Postal clerks, etc. Other persons. | Killed | Injured | | |
| Derailments..... | | 4 | 1 | 2 | | | | | | | | | 14 | 60 | | |
| Falling from trains, locomotives, or cars..... | | | | | | | | | | | | | 3 | 34 | | |
| Jumping on or off trains, locomotives, or cars..... | | | | 1 | | | | | | | | | 2 | 7 | | |
| Struck by trains, locomotives, or cars..... | | 1 | | 1 | | | | | | | | | 2 | 15 | | |
| At highway crossings..... | | | | | | | | | 2 | | | 2 | TABLE B: Railway employees. | | 207 | |
| At stations..... | | | | | | | | 2 | 3 | | | 5 | | | | |
| At other points along track..... | | | | | | | | 5 | | | | 2 | | | | |
| Other causes..... | | 2 | | | | | | 1 | 2 | | | 3 | | | | |
| Total..... | | 34 | 3 | 7 | | | | 8 | 7 | | | 2 | 15 | Grand total..... | 19 | 323 |

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | |
|-------------------------------------|-------------------|---------|---------|---------|----------|---------|-----------------|---------|--------|---------|
| | STATIONMEN | | SHOPMEN | | TRACKMEN | | OTHER EMPLOYEES | | TOTAL | |
| | | | | | | | | | | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Handling traffic..... | | 16 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 17 |
| Handling tools, machinery, etc..... | | | | 123 | ..... | 12 | ..... | ..... | ..... | 135 |
| Handling supplies, etc..... | | 1 | ..... | 14 | ..... | ..... | ..... | ..... | ..... | 25 |
| Other causes..... | | 2 | ..... | 34 | ..... | 2 | ..... | ..... | ..... | 30 |
| Total..... | | 19 | ..... | 162 | ..... | 21 | ..... | 5 | ..... | 207 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|------------------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| BRIDGES: | | | | | | |
| Stone..... | 10 | 184 | 16 | 27 | | |
| Iron..... | 22 | 8,482 | 11 | 2,985 | | |
| Total..... | 32 | 8,666 | | | | |
| Trestles..... | 46 | 9,146 | 6 | 2,374 | | |
| OVERHEAD HIGHWAY CROSSINGS: | | | | | | |
| Bridges..... | 5 | | | | 17 | 8 |
| Trestles..... | 12 | | | | 18 | 10 |
| Total..... | 17 | | | | | |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | |
| Bridges..... | 12 | | | | 16 | 1 |
| Trestles..... | 2 | | | | 19 | 6 |
| Total..... | 14 | | | | | |

Gauge of track—4 feet, 8½ inches; 157.50 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line | Miles of Wire | NAME OF OWNER | NAME OF OPERATING COMPANY |
|-------------------|------------------|------------------------------------|------------------------------|
| Cannot state..... | | Western Union Telegraph Company... | Western Union Telegraph Co. |

Southern Railway Company

HISTORY.

Exact name of common carrier making this report—Southern Railway Company.

Date of organization—June 18, 1894.

Under laws of what Government, State, or Territory organized? If more than one; name all. Give reference to each statute and all amendments thereof—Organized under and by virtue of an act of the Assembly of State of Virginia, approved February 20, 1894.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not a consolidated company, except as noted below respecting the Virginia Midland and Knoxville, Cumberland Gap and Louisville Railway, and Carolina and Cumberland Gap Railway companies.

The Southern Railway Company was organized by the purchasers of the property formerly of the Richmond and Danville Railroad Company. Under its charter it has power to acquire various other railroad properties and on various dates since its organization it has purchased, in addition to the Richmond and Danville Railroad proper, under foreclosure sale or otherwise, and now owns the following properties: Piedmont Railroad; Western North Carolina Railroad; Northwestern North Carolina Railroad; Atlantic, Tennessee and Ohio Railroad; Oxford and Clarksville Railroad; Oxford and Henderson Railroad; Clarksville and North Carolina Railroad; Charlotte, Columbia and Augusta Railroad; Columbia and Greenville Railroad; that part of the Georgia Pacific Railway which lies in the States of Georgia and Alabama; East Tennessee, Virginia and Georgia Railway; Atlanta and Florida Railway; that part of the Memphis and Charleston Railroad which lies in the States of Tennessee and Alabama; Northeastern Railroad of Georgia; Knoxville Belt Railroad; Southern Railway Company in Illinois, and certain subordinate lines of some of the above-named companies.

It has also acquired by consolidation, the property and franchises of the following companies: The Virginia Midland Railway, acquired by deed dated June 21, 1898; the Knoxville, Cumberland Gap and Louisville Railway, acquired by deed dated June 29, 1898; the Carolina and Cumberland Gap Railway, acquired by deed dated September 1, 1898; the Knoxville and Ohio Railroad, acquired by deed dated December 31, 1903; the Knoxville and Bristol Railway, acquired by deed dated December 31, 1903.

It also holds, under lease, the property of the following named companies: Georgia Midland Railway Company; Atlanta and Charlotte Air Line Railway Company; North Carolina Railroad Company; Southern Railway—Carolina Division; Mobile and Birmingham Railroad Company; Richmond and Mecklenburg Railroad Company; Atlantic and Danville Railway Company; Lockhart Railroad Company.

HISTORY—CONTINUED.

Date and authority for each consolidation—See pages 28 and 29 of the first consolidated mortgage deed dated October 4, 1894, and filed with the report of this company for the year ended June 30, 1895, for date and authority for each of the above mentioned purchases, except the Atlantic and Florida Railway, which was purchased by deed dated June 21, 1895; the Memphis and Charleston Railroad, which was acquired by deed dated February 26, 1898; the Georgia Midland Railway, which was leased by an instrument dated June 18, 1896; the Virginia Midland Railway, deeded June 21, 1898; the Knoxville, Cumberland Gap and Louisville Railway, deeded June 29, 1898; and the Carolina and Cumberland Gap Railway, deeded September 1, 1898; and the Knoxville Belt Railroad, acquired by deed dated January 13, 1899; Northeastern Railroad of Georgia, at sale October 31, 1899.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—The Southern Railway Company was organized under a plan for the reorganization of the Richmond and West Point Terminal Railway and Warehouse Company, a corporation organized and formerly existing under an act of Assembly of the State of Virginia dated March 8, 1880 (Acts of Assembly of Virginia, 1879-80, chapter 238, page 231), as amended by an act approved February 21, 1882 (Acts of Assembly of Virginia, 1881-1882, chapter 149, page 151), and act approved March 2, 1882 (Acts of Assembly of Virginia, 1881-82, chapter 192, page 201), and an act approved March 23, 1887 (Acts of Assembly of Virginia, 1887, chapter 3, page 1), and the subsidiary lines of said Richmond and West Point Terminal Railway and Warehouse Company, of which the principals were the Richmond and Danville Railroad Company, organized under an act of Assembly of Virginia, passed March 9, 1847 (Acts of Assembly of Virginia, 1846-47, page 108), as amended by various subsequent acts, and the East Tennessee, Virginia and Georgia Railway Company, which was a corporation organized in January, 1887, under the act of Tennessee passed March 12, 1877, (Acts of Tennessee, 1877, chapter 12, page 17) by the purchase at foreclosure sale of the property formerly of the East Tennessee, Virginia and Georgia Railway Company, which corporation was a company formed by consolidation in 1871 of the East Tennessee and Georgia Railroad Company, originally known as the Hiawassee Railroad Company, and incorporated under an act of Tennessee in 1836 (Local Laws of Tennessee, 1835-36, chapter 3, page 23), and the East Tennessee and Virginia Railroad Company, which was organized under an act of Tennessee passed January 27, 1848 (Acts of Tennessee, 1847-48, chapter 120, page 195.)

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|------------------------|-----------------------------------|---|
| Adrian Iselin, Jr..... | 36 Wall St., New York, N. Y..... | { Second Tuesday of October, 1913, and until his successor shall have been duly chosen and shall have ac- cepted his election. |
| Charles Lanier..... | 59 Cedar St., New York, N. Y..... | |
| E. D. Randolph..... | 346 Broadway, New York, N. Y..... | |
| Geo. F. Baker, Jr..... | 2 Wall St., New York, N. Y..... | |
| H. C. Fahnestock..... | 2 Wall St., New York, N. Y..... | { Second Tuesday of October 1914, and until his succe- sor shall have been duly chosen and shall have ac- cepted his election. |
| W. W. Finley..... | 1300 Pa. Ave., Wash., D. C..... | |
| Elbert H. Gary..... | 71 Broadway, New York, N. Y..... | |
| Charles Steele..... | 15 Broad St., New York, N. Y..... | |
| A. B. Andrews..... | Raleigh, N. C..... | { Second Tuesday of October, 1915, and until his succe- sor shall have been duly chosen and shall have ac- cepted his election. |
| Fairfax Harrison..... | Belvoir, Va..... | |
| R. M. Galloway..... | 42 Wall St., New York, N. Y..... | |
| John W. Grant..... | Atlanta, Ga..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|---|-------------------------|--------------------------|
| President..... | W. W. Finley..... | Washington, D. C. |
| First Vice-President..... | A. B. Andrews..... | Raleigh, N. C. |
| Vice-President..... | J. M. Culp..... | Washington, D. C. |
| Vice-President..... | T. C. Powell..... | Cincinnati, O. |
| Vice-President..... | H. B. Spencer..... | Washington, D. C. |
| Vice-President and Secretary..... | R. D. Lankford..... | New York, N. Y. |
| Treasurer..... | H. C. Ansley..... | Washington, D. C. |
| General Solicitor..... | W. A. Henderson..... | Washington, D. C. |
| General Counsel at New York..... | Francis L. Stetson..... | New York, N. Y. |
| General Counsel at Washington..... | Alfred P. Thom..... | Washington, D. C. |
| General Counsel at Louisville..... | Alex. P. Humphreys..... | Louisville, Ky. |
| General Attorney at Washington..... | L. E. Jeffries..... | Washington, D. C. |
| Comptroller..... | A. H. Plant..... | Washington, D. C. |
| Assistant Comptroller..... | E. H. Kemper..... | Washington, D. C. |
| Auditor..... | H. H. Laughton..... | Washington, D. C. |
| Vice-President and General Manager..... | E. H. Coapman..... | Washington, D. C. |
| Assistant to General Manager..... | W. N. Netherland..... | Washington, D. C. |
| Engineer of Construction..... | W. H. Wells..... | Washington, D. C. |
| General Superintendent..... | H. E. Hutchens..... | Greensboro, N. C. |
| General Superintendent..... | W. N. Foreacre..... | Charlotte, N. C. |
| General Superintendent..... | G. R. Loyall..... | Knoxville, Tenn. |
| General Superintendent..... | C. L. Harris..... | Birmingham, Ala. |
| General Superintendent..... | B. G. Fallis..... | St. Louis, Mo. |
| Freight Traffic Manager..... | L. Green..... | Washington, D. C. |
| Passenger Traffic Manager..... | S. H. Hardwick..... | Washington, D. C. |
| General Passenger Agent..... | H. F. Cary..... | Washington, D. C. |
| Land and Industrial Agent..... | M. V. Richards..... | Washington, D. C. |

Officer to whom correspondence concerning this report should be addressed: Name, A. H. Plant;
title, Comptroller; address, Washington, D. C.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

CONTROL

| NAME | Sole or Joint | How Established | Extent | Direct or Indirect | If Indirect, Name of Intermediary Through Which Control is Established | Other Parties to Agreement for Joint Control |
|---|---------------|-----------------|----------------|--------------------|--|--|
| <i>Active Corporations:</i> | | | | | | |
| Asheville and Northern Ry. Co. | Sole | "A" | 100 per cent. | Direct | | |
| Alabama Great Southern Railroad Co. | " | " | 56 per cent. | " | | |
| Asheville and Craggy Mountain Railway Co. | " | " | 100 per cent. | " | | |
| Asheville Southern Railway Co. | " | " | 100 per cent. | " | | |
| Augusta Southern Railroad Co. | " | " | 70 per cent. | " | | |
| Atlantic and Yadkin Railway Co. | " | " | 100 per cent. | " | | |
| Blue Ridge Railway Co. | " | " | 100 per cent. | " | | |
| Chattanooga Terminal Ry. Co. | " | " | 100 per cent. | " | | |
| Cumberland Railroad Co. | " | " | 100 per cent. | " | | |
| Danville and Western Ry. Co. | " | " | 100 per cent. | " | | |
| Delta Southern Railway | " | " | 100 per cent. | " | | |
| Ellertson Southern Railway | " | " | 100 per cent. | " | | |
| Georgia Southern and Florida Railway Co. | " | " | 100 per cent. | Indirect | Atlanta & Charlotte Air Line Ry. | |
| Georgia Midland Railway Co. | " | " | 58 per cent. | Direct | | |
| Hartwell Railway Co. | " | " | 100 per cent. | " | | |
| High Point, Randleman, Ashboro and Southern R. R. Co. | " | " | 85 per cent. | " | | |
| Johnson City Southern Ry. Co. | " | " | 100 per cent. | " | | |
| Lawrenceville Branch R. R. Co. | " | " | 50.2 per cent. | Indirect | | |
| Mobile and Birmingham R. R. Co. | " | " | 51 per cent. | Direct | Atlanta & Charlotte Air Line Ry. | |
| Mobile and Ohio R. R. Co. | " | " | 75 per cent. | " | | |
| Memphis, Chattanooga Ry. Co. | " | " | 100 per cent. | " | | |
| Middlesborough Mineral Ry. Co. | " | " | 100 per cent. | " | | |
| Northern Alabama Railway Co. | " | " | 95 per cent. | " | | |
| North Carolina Midland R. R. Co. | " | " | 86 per cent. | " | | |
| Ore Belt Railroad Co. | " | " | 100 per cent. | " | | |
| Richmond and Mecklenburg R. R. Co. | " | " | " | " | | |
| Roswell Railroad Co. | " | " | 83 per cent. | Indirect | Atlanta & Charlotte Air Line Ry. | |
| Southern Railway Co. in Miss. | " | " | 100 per cent. | Direct | National Investment Co. | |
| Southern Railway Co. of Ill. | " | " | 100 per cent. | " | | |
| Southern Railway—Carolina Div. | " | " | 100 per cent. | " | | |
| State University R. R. Co. | " | " | 54 per cent. | " | | |
| St. Johns River Terminal Co. | " | " | 100 per cent. | " | | |
| Southern Belt Railway | " | " | 100 per cent. | " | | |
| Tallahassee Falls Railway Co. | " | " | 61 per cent. | " | | |

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT—CONTINUED.

| NAME | CONTROL | | | | | Other Parties to Agreement for Joint Control |
|---|---------------|-----------------|---------------|--------------------|--|---|
| | Sole or Joint | How Established | Extent | Direct or Indirect | If Indirect, Name of Intermediary Through Which Control is Established | |
| <i>Active Corporations—Continued:</i> | | | | | | |
| Virginia & Southwestern Ry. Co. | Sole | ----- | 100 per cent. | Direct | ----- | C. & W. C. C. of Ga. & Ga. R. R. |
| Yadkin Railroad Co. | ----- | ----- | 75 per cent. | " | ----- | A. C. L. C. & W. C., Ga. R. R. & C. of Ga. |
| Augusta & Sumnerville R. R. Co. | Joint | ----- | 25 per cent. | " | ----- | A. & W. P. C. of Ga. Ry. Co. |
| August Union Station Co. | " | ----- | 33½ per cent. | " | ----- | A. G. S. C. of Ga. S. A. L., I. C. & St. L. & S. F. |
| Atlanta Terminal Company | " | ----- | 16½ per cent. | " | ----- | C. of Ga., C. N. O. & T. P. & A. G. S. |
| Birmingham Terminal Co. | " | ----- | 25 per cent. | " | ----- | L. & N. R. R. |
| Chattanooga Station Co. | " | ----- | 45 per cent. | " | ----- | L. & N. R. R. |
| Chicago, Indianapolis and Louisville Ry. Co. | " | ----- | 50 per cent. | " | ----- | A. C. L. R. R. |
| Central Transfer Ry. and Storage Co. | " | ----- | 50 per cent. | " | ----- | A. C. L. R. R. |
| Charleston Union Station Co. | " | ----- | 66½ per cent. | " | ----- | A. C. L. R. R. |
| Chesapeake Steamship Co. of Baltimore City | " | ----- | 50 per cent. | " | ----- | A. C. L. R. R. |
| Columbia Union Station Co. | " | ----- | 50 per cent. | " | ----- | S. A. L. & N. & W. Ry. Co. |
| Durham Terminal Company | " | ----- | 25 per cent. | " | ----- | M. & O. R. R. |
| Durham Union Station Co. | " | ----- | 50 per cent. | " | ----- | A. C. L. R. R. |
| Gulf Terminal Company | " | ----- | 33½ per cent. | " | ----- | A. C. L. S. A. L., G. S. & F. & Fla. E. C. |
| Goldboro Union Station Co. | " | ----- | 12½ per cent. | " | ----- | B. & O. S. W. & C. I. & L. Ry. & A. G. S., M. & O., N. O. & N. E. & A. & V. |
| Jacksonville Terminal Co. | " | ----- | 33½ per cent. | " | ----- | L. & N. N. C. & St. L., St. L. I. M. & S. St. L. S. W. |
| Kentucky and Indianapolis Terminal Railroad Co. | " | ----- | 18 per cent. | " | ----- | St. L. & S. F. Ry. |
| Meridian Terminal Company | " | ----- | 20 per cent. | " | ----- | N. Y. P. & N. A. C. L., S. A. L., C. & O., N. & W., N. S. R. R., P. R. R., A. C. L., C. & O., S. A. L., B. & O. |
| Memphis Union Station Co. | " | ----- | 50 per cent. | " | ----- | S. A. L. and A. C. L. |
| New Orleans Terminal Co. | " | ----- | 14 per cent. | " | ----- | |
| Norfolk & Portsmouth Belt Line | " | ----- | 16½ per cent. | " | ----- | |
| Richmond-Washington Line | " | ----- | 33½ per cent. | " | ----- | |
| Savannah Union Station Co. | " | ----- | | " | ----- | |

| Terminal R. R. Association of St. Louis..... | " | 7 | per cent. | " | " | C. C. & St. L., L. & N., I. C. & A., M. P., St. L. & S. F., St. L., M. & St. Louis, R. I., V. & T. R., A. O. N. W., C. B. & Q. and M. K. & T. |
|---|---|-----|-----------|---|--------|---|
| <i>Inactive Corporations:</i> | | | | | | |
| Carolina and Tennessee Southern Railway Co..... | " | 100 | per cent. | " | Direct | |
| Cumberland Railway Company..... | " | 100 | per cent. | " | " | |
| Ensley Southern Railway Co..... | " | 100 | per cent. | " | " | |
| Memphis and Charleston Ry. Co..... | " | 100 | per cent. | " | " | |
| North and South Carolina R. R. Co..... | " | 100 | per cent. | " | " | |
| Southern Ry. Co. in Kentucky..... | " | 100 | per cent. | " | " | |
| Southern Ry. Co. of Indiana..... | " | 100 | per cent. | " | " | |
| Sievern and Knoxville R. R. Co..... | " | 100 | per cent. | " | " | |
| Tennessee and Carolina Southern Railway Co..... | " | 100 | per cent. | " | " | |

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—October 8, 1912.

Date of last closing of stock books before end of year for which this report is made—March 29 1913.

Total number of stockholders of record at that date—27.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—Of the \$60,000,000 preferred stock and \$120,000,000 common stock of Southern Railway Company issued and outstanding, all but 1,406 shares (par value \$100) of the preferred stock and 1,040 shares (par value \$100) of the common stock is deposited under a voting trust, the trustees of which are J. Pierpont Morgan, Charles Lanier and George F. Baker.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|-------------------------|-------------------------------|-----------------------------------|-----------------------------------|---|
| | From | To | | |
| Main Line..... | Alexandria, Va..... | Greensboro, N. C..... | 278.58 | 2,833.49 |
| | Neapolis, Va..... | West Point, Va..... | 179.00 | |
| | Charlotte, N. C..... | Augusta, Ga..... | 190.49 | |
| | Columbia, S. C..... | Greenville, S. C..... | 143.82 | |
| | Salisbury, N. C..... | Morristown, Tenn..... | 231.37 | |
| | Bristol, Tenn..... | Chattanooga, Tenn..... | 242.04 | |
| | Stevenson, Ala..... | Memphis, Tenn..... | 271.75 | |
| | Goldsboro, N. C..... | Cut off..... | 1.55 | |
| | Ooltewah Jct., Tenn..... | Brunswick, Ga..... | 410.09 | |
| | Austell, Ga..... | State line, Miss..... | 260.70 | |
| | Atlanta Jct., Ga..... | York, Ala..... | 270.50 | |
| | East St. Louis, Ill..... | State line, Ind..... | 146.71 | |
| | State line, Ill..... | New Albany (So. Ry. of Ind.)..... | 118.28 | |
| | Louisville, Ky..... | Lexington (So. Ry. in Ky.)..... | 83.47 | |
| | Leftwich Jct., Va..... | Durmid Jct., Va..... | 5.44 | |
| Branches and Spurs..... | Calverton, Va..... | Warrenton, Va..... | 8.90 | |
| | Franklin Jct., Va..... | Pittesville, Va..... | 7.10 | |
| | Tuscumbia, Ala..... | Sweetwater, Ala..... | 8.30 | |
| | Manchester Jct., Va..... | Rocketts, Va..... | 1.00 | |
| | Clarksville, Va..... | Durham, N. C..... | 55.10 | |
| | Oxford, N. C..... | Henderson, N. C..... | 12.75 | |
| | Moscow, Tenn..... | Sommerville, Tenn..... | 13.10 | |
| | Pomona, N. C..... | Wilkesboro, N. C..... | 100.15 | |
| | Murphy Jct., N. C..... | Murphy, N. C..... | 122.50 | |
| | Charlotte, N. C..... | Taylorsville, N. C..... | 65.65 | |
| | A. T. & O. cut off..... | North Charlotte, N. C..... | 1.20 | |
| | Hodges, S. C..... | Abbeville, S. C..... | 11.58 | |
| | Aiken, S. C..... | Edgefield, S. C..... | 23.57 | |
| | Embreeville Jct., Tenn..... | Embreeville, Tenn..... | 13.00 | |
| | Clinton, Tenn..... | Harriman Jct., Tenn..... | 30.44 | |
| | Coster, Tenn..... | Cumberland Gap Jct., Tenn..... | 63.56 | |
| | Knoxville, Tenn..... | Jellico, Tenn..... | 65.30 | |
| | Coal Creek, Tenn..... | Briceville, Tenn..... | 3.10 | |
| | Near Newcomb, Tenn. Spur..... | Wooldridge - Jellico Coal Co..... | 2.08 | |
| | LaFollette Jct., Tenn..... | Vaspar, Tenn..... | 11.30 | |
| | Morristown, Tenn..... | Corryton, Tenn..... | 39.60 | |
| | Knoxville, Tenn..... | Walland, Tenn..... | 26.21 | |
| | Cleveland, Tenn..... | Cohutta, Ga..... | 14.80 | |
| | North Rome, Ga..... | Attalla, Ala..... | 61.30 | |
| | Atlanta, Ga..... | Fort Valley, Ga..... | 102.30 | |
| | Howell, Ga..... | Armour, Ga..... | 3.30 | |
| | Cochran, Ga..... | Hawkinsville, Ga..... | 10.28 | |

ROAD OPERATED—ENTIRE LINE—CONTINUED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|-----------------------------|--|-----------------------------------|---|
| | From | To | | |
| Branches and Spurs. (Continued) | Villa Rica, Ga. | Mines of Va.-Carolina Chemical Co. | 2.92 | |
| | Marion Jct., Ala. | Akron, Ala. | 53.00 | |
| | Wilton, Ala. | Valley Creek Jct., Ala. | 37.28 | |
| | Curnee Jct., Ala. | Blotson, Ala. | 14.30 | |
| | Woodlawn, Ala. | End of Belt Road Bessemer, Ala. | 20.50 | |
| | N. Birmingham, Ala. | Coalburg, Ala. | 6.40 | |
| | Cardiff, Ala. | Brasil Mines, Ala. | 1.60 | |
| | Jefferson, Ala. | Blossburg, Ala. | 1.91 | |
| | Patton Jct., Ala. | Patton, Ala. | 1.10 | |
| | Littleton, Ala. | Porter, Ala. | 7.70 | |
| | Tenn. C. I. & R. R. Co. | Henry Ellen Spur. | 1.02 | |
| | Spring Garden, Ala. | Mines Ala. and Ga. Iron Co. | 4.49 | |
| | Lula, Ga. | Athens, Ga. | 38.93 | |
| | Ardella, Ala. | Hansell, Ala. | 2.90 | |
| | Seymour, Ala. | End of track Piper Spur | 3.91 | |
| | Bedham Spur, Ala. | | 5.60 | |
| | Pinners Point, Va. | Connection with A. C. L. | .66 | |
| | Venice & Carondelet | East St. Louis, Ill. | 6.86 | |
| | Connection with C. & A. Ry. | N. I. Terminal | 2.40 | |
| | Belleville Jct., Ill. | Belleville, Ill. | 1.14 | |
| | Galloway Coal Co. | Spur | .59 | |
| | Okolona, Miss. | Calhoun City, Miss. | 37.82 | |
| | Jasper, Ind. | Evansville, Ind. | 54.22 | |
| | Rockport Jct., Ind. | Rockport, Ind. | 16.15 | |
| | Lincoln City, Ind. | Cannelton, Ind. | 22.72 | |
| | Jasper, Ind. | West Baden, Ind. | 24.80 | |
| | Lawrenceburg, Ky. | Lexington, Ky. | 23.72 | |
| | Norton, Ky. | Burgin, Ky. | 3.82 | |
| | Versailles, Ky. | Georgetown, Ky. | 16.74 | |
| | Manassas Jct., Va. | Harrisonburg, Va. | 112.89 | |
| | | | | 1,406.56 |
| <i>Stock Ownership:</i> | | | | |
| State University R. R. | University, N. C. | Chapel Hill, N. C. | 10.20 | |
| North Carolina Midland Railroad | Mooresville, N. C. | Winston-Salem, N. C. | 53.52 | |
| High Point, Randleman, Asheboro and Southern Railroad | High Point, N. C. | Asheboro, N. C. | 26.80 | |
| Yadkin Railroad | Salisbury, N. C. | Norwood, N. C. | 41.00 | |
| Sievern & Knoxville R. R. | Batesburg, S. C. | Sievern, S. C. | 17.44 | |
| Atlantic and Yadkin Railway Co. | Sanford, N. C. | Mt. Airy, N. C. | 130.95 | |
| | Climax, N. C. | Ramseur, N. C. | 18.74 | |
| | Stokesdale, N. C. | Madison, N. C. | 11.39 | |
| Ensley Southern Ry. Co. | Ensley, Ala. | Near Warrior River, Ala. | 22.73 | |
| | Parrish, Ala. | Near Little Warrior River, Ala. | 9.24 | |
| | Coal Creek spur | | 1.45 | |
| St. Johns River Terminal Co. | Near Grand Crossing, Fla. | Bay Street Freight Depot, Jacksonville, Fla. | 5.99 | |
| Cumberland Railway Co. | Hyde, Tenn. | Point on Main Stream Clear Fork | 11.21 | |
| Carolina and Tennessee Southern Ry. | Bushnell, N. C. | Fontana, N. C. | 13.90 | |
| Tennessee and Carolina Southern Ry. | Maryville, Tenn. | Chilhowie, Tenn. | 25.30 | |
| | | | | 399.86 |
| <i>Under Lease:</i> | | | | |
| North Carolina R. R. | Goldsboro, N. C. | Charlotte, N. C. | 222.44 | |
| | Caraleigh Jct., N. C. | Caraleigh, N. C. | 1.90 | |
| Atlanta & Charlotte Air Line | Charlotte, N. C. | Armour, Ga. | 263.08 | |
| Franklin & Pittsylvania Railroad | Pittsville, Va. | Rocky Mount, Va. | 29.90 | |

ROAD OPERATED—ENTIRE LINE—CONTINUED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|--------------------------------|--------------------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Under Lease—Continued:</i> | | | | |
| Atlantic & Danville Railway Co..... | Danville, Va..... | West Norfolk, Va..... | 205.10 | |
| | James River Jet., Va.. | Claremont Wharf, Va. (N. G.)..... | 50.36 | |
| | Hitchcock Branch Jet., Va..... | Hitchcock Mills, Va..... | 8.33 | |
| | Buffalo Jet., Va..... | Buffalo Lithia Springs, Va..... | 3.90 | |
| North & South Carolina Railroad..... | Virginia, Va..... | Mines, N. C..... | 4.45 | |
| Lockhart Railroad..... | Lockhart Jet., S. C..... | Lockhart, S. C..... | 13.81 | |
| Mobile & Birmingham Railroad..... | Marion Jet., Ala..... | Mobile, Ala. and Branches..... | 150.35 | |
| Richmond & Mecklenburg Railroad..... | Keysville, Va..... | Clarksville, Va..... | 31.30 | |
| Georgia Midland Ry. Co..... | McDonough, Ga..... | Columbus, Ga..... | 97.88 | |
| | | | | 1,062.80 |
| <i>Under Contract:</i> | | | | |
| Southern Railway—Carolina Division..... | Cayce, S. C..... | Hardeeville, S. C..... | 123.63 | |
| | Perry, S. C..... | Sievern, S. C..... | 7.64 | |
| | Charleston, S. C..... | Augusta, Ga..... | 136.92 | |
| | Branchville, S. C..... | Columbia, S. C..... | 66.30 | |
| | Kingville, S. C..... | Marion, N. C..... | 208.50 | |
| | Blacksburg, S. C..... | Gaffney, S. C..... | 10.50 | |
| | Burton Branch, S. C..... | | 5.20 | |
| | Biltmore, N. C..... | Spartanburg Jet., S. C..... | 65.90 | |
| | Spartanburg, S. C..... | Alston, S. C..... | 67.93 | |
| | Sumter Jet., S. C..... | Sumter, S. C..... | 15.81 | |
| | Hendersonville, N. C..... | Lake Toxaway, N. C..... | 42.10 | |
| | Kaolin, S. C..... | Immaculate Mines..... | 2.60 | |
| Elberton Southern Railway Company..... | Toccoa, Ga..... | Elberton, Ga..... | 50.80 | |
| Southern Railway Co. in Mississippi..... | State line Alabama..... | Columbus, Miss..... | 11.40 | |
| The Whitney Co..... | Near New London, N. C..... | Hall's Mill Ferry, N. C..... | 6.20 | |
| Woodridge-Jellico Coal Co..... | Spur near Newcomb, Tenn..... | | 1.75 | |
| Roswell Railroad Co..... | Chamblee, Ga..... | Roswell, Ga..... | 9.80 | |
| | Morgan Falls Branch..... | | 2.75 | |
| | | | | 840.53 |
| <i>Trackage Rights:</i> | | | | |
| Atlanta Terminal Co..... | Entrance to Terminal | Station, Atlanta, Ga.. | .50 | |
| Baltimore & Ohio Railroad Co..... | Entrance to Passenger | Station, Harrisonburg, Va..... | .50 | |
| Philadelphia, Baltimore & Washington R. R..... | Washington, D. C..... | South end Long Bridge, Va..... | 2.14 | |
| Washington Southern Ry. | South end Long Bridge | Alexandria, Va..... | 5.70 | |
| Washington Terminal Co. | Entrance to Union Depot..... | Washington, D. C..... | 1.26 | |
| Central of Georgia Ry.... | Central Jet., Ga..... | West Broad Street, Savannah, Ga..... | 3.37 | |
| | Fort Valley, Ga..... | | .10 | |
| Augusta & Summerville R. R..... | Entrance to Union Depot..... | Augusta, Ga..... | .49 | |
| Georgia Railroad..... | Entrance to Union Depot..... | Augusta, Ga..... | .25 | |
| Western & Atlantic R. R. | W. & A. Crossing, Ga..... | Dalton, Ga..... | .20 | |
| Chattanooga Station Co.. | Entrance to Union Depot..... | Chattanooga, Tenn..... | .64 | |
| Northern Alabama Ry.... | N. A. Jet., Ala..... | Sheffield, Ala..... | 3.49 | |

ROAD OPERATED—ENTIRE LINE—CONTINUED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|---|---|-----------------------------------|---|
| | From | To | | |
| <i>Trackage Rights—Continued:</i> | | | | |
| Alabama Great Southern Railroad..... | Entrance station..... | Attalla, Ala..... | 3.44 | |
| | Woodlawn, Ala..... | Birmingham, Ala..... | 2.11 | |
| | York, Ala..... | Meridian, Miss..... | 27.16 | |
| | Central Passenger Station..... | Louisa St., Chattanooga, Tenn..... | .40 | |
| Louisville & Nashville R. R..... | L. & N. Jct..... | Union depot, Florence, Ala..... | .20 | |
| | Cumberland Gap, Tenn..... | Middlesborough, Ky..... | 4.41 | |
| | Middlesborough Belt and Bennetts Fork Branch..... | | 9.81 | |
| | L. & N. Switch Point, Halsey Branch, north of Jellico Yard..... | Hyde, Tenn..... | 9.22 | |
| Atlantic Coast Line R. R. | Pinners Point, Va..... | Tarboro, N. C..... | 99.50 | |
| | Tarboro, N. C..... | Selma, N. C..... | 54.88 | |
| | Hardesville, S. C..... | Central Jct., Ga..... | 16.70 | |
| | Four Mile Crossing, Ga..... | Union station, Brunswick, Ga..... | 3.10 | |
| | Central Jct., Ga..... | Jacksonville Terminal Co. property line, Fla..... | 152.08 | |
| | Entrance to Savannah | Union station, Ga..... | .72 | |
| | Central Jct., Ga..... | End of double track..... | .09 | |
| Southern Railway Co. in Mississippi..... | Entrance to Passenger station..... | Columbus, Miss..... | .65 | |
| Nashville, Chattanooga & St. Louis Ry..... | Chattanooga, Tenn..... | Stevenson, Ala..... | 38.00 | |
| Jacksonville Terminal Co. Savannah Union Station Co..... | Entrance to depot at | Jacksonville, Fla..... | 1.47 | |
| | Central Jct., Ga..... | Union depot, Savannah, Ga..... | 4.48 | |
| St. Louis Terminal R. R. Association..... | E. St. Louis, Ill..... | | 3.18 | |
| East St. Louis & Cairo R. R..... | Relay Junction..... | Broadway, E. St. Louis, Ill..... | .10 | |
| Jacksonville & St. Louis Railway..... | Through Centralia, Ill..... | | 1.80 | |
| Baltimore & Ohio Southwestern Railroad..... | New Albany, Ind..... | | .06 | |
| Chicago & Alton Railway..... | Trackage near East St. | Louis, Ill..... | .70 | |
| Evansville & Terre Haute Railway..... | South Jct..... | West Jct., Princeton, Ind..... | 1.64 | |
| | South Jct..... | Passenger station, Evansville..... | .63 | |
| Illinois Central R. R..... | 11th Street..... | 7th St. station, Louisville, Ky..... | .50 | |
| Memphis Union Station Company..... | Entrance to union station..... | | .55 | |
| Kentucky & Indiana Terminal R. R. Co..... | Vincennes St., New Albany, Ind..... | 11th St., Louisville, Ky..... | 3.00 | |
| | Louisville, Ky..... | | 6.90 | |
| Cincinnati, New Orleans & Texas Pacific Ry..... | Cincinnati Jct., Ky..... | Danville, Ky..... | 4.88 | |
| | Entrance to union station..... | Chattanooga, Tenn..... | 2.29 | |
| Chicago, Indianapolis & Louisville Ry..... | French Lick..... | West Baden, Ind..... | 1.00 | |
| Total..... | | | | 474.29 |
| Total mileage operated..... | | | | 7,036.53 |

ROAD OPERATED—STATE OF VIRGINIA.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|-----------------------------------|------------------------------------|-----------------------------------|---|
| | From | To | | |
| Main Line..... | Alexandria, Va..... | N. C. State line..... | 235.88 | 420.32 |
| | Neapolis, Va..... | West Point, Va..... | 179.00 | |
| | Leftwich Jct., Va..... | Durmid Jct., Va..... | 5.44 | |
| Branches and Spurs..... | Manassas Jct., Va..... | Harrisonburg, Va..... | 112.89 | 137.65 |
| | Calverton, Va..... | Warrenton, Va..... | 8.90 | |
| | Franklin Jct., Va..... | Pittsville, Va..... | 7.10 | |
| | Manchester Jct., Va..... | Rocketts, Va..... | 1.00 | 137.65 |
| | Clarksville, Va..... | N. C. State line..... | 7.10 | |
| | Pinners Point, Va..... | Conn. with A. C. L..... | .66 | |
| <i>Under Lease:</i> Franklin & Pittsylvania Railroad..... | Pittsville, Va..... | Rocky Mount, Va..... | | 29.90 |
| Atlantic & Danville Ry. Company..... | Danville, Va..... | West Norfolk, Va..... | 182.95 | 245.54 |
| | James River Jct., Va..... | Claremont Wharf, Va..... | 50.36 | |
| | Hitchcock Branch Jct., Va..... | Hitchcock Mills, Va..... | 8.33 | |
| | Buffalo Jct., Va..... | Buffalo Lithia Springs, Va..... | 3.90 | 31.30 |
| Richmond & Mecklen- burg R. R..... | Keysville, Va..... | Clarksville, Va..... | | |
| <i>Trackage Rights:</i> B. & O. R. R..... | Entrance Depot Har | arrisonburg, Va..... | .50 | 40.15 |
| Washington Southern..... | South end Long Bridge | Alexandria, Va..... | 5.70 | |
| | L. & N. R. R..... | Cumberland Gap..... | .25 | |
| A. C. L..... | Pinners Point, Va..... | N. C. State line..... | 33.70 | 904.86 |
| Total mileage opera | ted—Virginia..... | | | |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary or Outside Operations.

| DESIGNATION | Character of Business | Title (Ownership, Lease, etc.) | State or Territory |
|----------------------------------|----------------------------|--------------------------------|--------------------|
| Norfolk Terminal..... | Freight and passenger..... | Owned..... | Virginia. |
| Pinners Point Terminal..... | Freight and passenger..... | Owned..... | Virginia. |
| West Point Terminal..... | Freight and passenger..... | Owned..... | Virginia. |
| Mobile Terminal..... | Freight..... | Owned..... | Alabama. |
| Brunswick Terminal..... | Freight..... | Owned..... | Georgia. |
| Dining and cafe car service..... | Meals on trains..... | Owned..... | |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Character of Business | State or Territory | Net Investment |
|-----------------------------------|---------------------------|---------------------|----------------|
| Rails and fixtures leased..... | To sundry industries..... | Various States..... | \$ 401,844 24 |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|---|--------------------------|--|--|--|--|-------------------------------|
| | | Date | TERM | | | |
| | | | From | To | | |
| Southern Railway—Carolina Division Mobile & Birmingham Railroad | 758.03 150.35 | June 30, 1902 Mch. 1, 1899 | July 1, 1902 Mch. 1, 1899 | July 1, 1901 Mch. 1, 1903 | Annual rental equal to interest on the outstanding bonds and dividend on \$900,000 preferred stock, 4 per cent. 1900, 2 per cent. 1901, 3 per cent. 1902, and 4 per cent. thereafter. | |
| Georgia Midland Railway Company Richmond and Mecklenburg Railroad North Carolina Railroad | 97.88 31.30 224.34 | June 18, 1896 Nov. 1, 1898 Aug. 16, 1895 | July 1, 1896 Nov. 1, 1898 Jan. 1, 1896 | Oct. 2, 1905 Nov. 1, 1948 Jan. 1, 1903 | Annual rental equal to 3 per cent. on outstanding bonds. Annual rental equal to 4 per cent. on outstanding bonds. Annual rental \$296,000 January 1, 1896, to December 31, 1901 and \$286,000 per annum thereafter. Dividend 7 per cent. on stock and organization expenses. | |
| Atlanta and Charlotte Air Line Railway | 263.08 | Mch. 26, 1881 | See Explanation | ry Remarks | Annual rental equal to interest on bonds. Dividend 7 per cent. on stock and organization expenses. | |
| Franklin and Pittsylvania Railroad | 29.90 | Sept. 19, 1878 | No record | May 1, 1914 | Annual rental equal to interest on bonds at 6 per cent. and \$1,000.00 per annum sinking fund. | |
| Atlantic and Danville Railway Company | 267.69 | Aug. 31, 1899 | Sept. 1, 1899 | July 1, 1949 | Annual rental \$127,000 July 1, 1901, \$157,000 to July 1, 1904, \$188,000 to July 7, 1909, and \$218,000 thereafter. | |
| North and South Carolina Railroad | 4.45 | Aug. 31, 1899 | Sept. 1, 1899 | July 1, 1949 | To furnish rail facilities to mines in North Carolina. | |
| Lockhart Railroad | 13.81 | Apr. 30, 1900 | May 1, 1900 | June 30, 1920 | Annual rental \$1.00. | |
| The Whitney Company | 6.20 | May 7, 1904 | May 7, 1904 | 5 yrs. or until terminated | Maintain and operate as expense of Southern Railway Co. | |
| Woolridge Jellico Coal Company | 1.75 | Dec. 22, 1903 | Dec. 22, 1905 | Dec. 21, 1930, with privilege of renewal | Maintain and operate as expense of Southern Railway Co. Operated by Southern Railway Company as agent. Operated by Southern Railway Company through control by ownership of securities. No formal lease or operating agreement has as yet been executed for such operation. | |
| Southern Railway Co. in Mississippi North Carolina Midland Railroad Co. | 11.40 53.52 | | | | | |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT—CONTINUED.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|--|---------------|--------------------|------------------|---|--|--|
| | | Date | TERM | | To | |
| | | | From | | | |
| Rowell Railroad Company | 12.55 | Jan. 2, 1903..... | Jan. 1, 1903.... | | As long as leasee fulfills its obligations under lease of the Atlanta & Charlotte Air Line Railway | Net revenue from operation and an arbitrary of 40 per cent. (agreement modified from 30 per cent. to 40 per cent. effective from July 1, 1907) of the revenue accruing to the Atlanta and Charlotte Air Line Company (or to the Southern Railway Company for and in respect of traffic moving over the railroad of the Atlanta and Charlotte Air Line Company) of the gross earnings on all business between points on the Rowell Railroad and points on or beyond the railroad of the Atlanta and Charlotte Air Line Company, leased by the Southern Railway Company. |
| Elberton Southern Railway Company..... | 50.60 | Jan. 1, 1909..... | • | • | Maintain and operate—Paying all taxes accrued and all interest on funded debt. | |

*Terminable upon six months notice from either party, but not to extend beyond the termination of the lease of the Atlanta and Charlotte Air Line Railway and this company.

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR
OTHER AGREEMENT—CONTINUED.*Explanatory Remarks.*

Atlanta and Charlotte Air Line Railway—Operated under agreement with Richmond and Danville Railroad Company (Southern Railway Company successor) dated March 26, 1881, agreement to remain in force as long as the lessee fulfils its obligations thereunder.

Southern Railway—Carolina Division—That at all times hereafter during which the Southern Company shall be in possession of and shall operate the lines of railroad of the Carolina Company, the Southern Company will appropriate and apply the whole of the receipts, income and revenues derived and received from the use and operation of said demised lines of railroad to the purpose and in the manner following, that is to say:

(a) To the payment of, or proper provision for, the cost and expenses of, and losses accruing from efficiently operating, maintaining, repairing, renewing, perpetuating and reasonably improving during the said demised term, the said lines of railway, tracks, superstructure, equipment and real and personal property hereby demised and authorized to be acquired, and of using, controlling, managing and operating the same, or otherwise incurred under any of the provisions of this indenture, including reasonable and just compensation for the use of rolling stock and equipment not owned or held under the provisions of this indenture, and the cost of new rolling stock, equipment, sidetracks, stations, depots, offices, real or personal property and betterments that the Southern Company, its successors and assigns, may from time to time find it necessary for the best interests of the property to procure or provide, and also to the payment of all sums, amounts, charges, claims and demands which now are or hereafter may become justly demandable from or payable by the Carolina Company, by reason of any deficiencies resulting from payments or advances made by the Southern Company for or on account of any of the above recited purposes or by reason of any claims, liability, agreement, judgment, settlement, transactions, or matter growing out of the management, use, control, and operation of the said demised lines of railway and property previous to the date hereof, and of premiums for insurance, and all taxes, rates, charges, levies and assessments, ordinary and extraordinary, which now are or may at any time during the said demised term be by the United States of America or any State or municipality thereof by competent and lawful authority charged, rated, levied, assessed or imposed on all or any part of the said demised lines of railroad, premises, property or franchises, or on the traffic thereon.

(b) To the payment of the necessary expenses of maintaining the corporate organization.

(c) To the payment of the interest as the same shall from time to time become due and payable on the funded debt of the Carolina Company, it being understood that such funded debt as now constituted is represented by the following described bonds, viz.:

| | |
|---|---------------|
| Spartanburg, Union and Columbia Railroad Company: | |
| First mortgage bonds, due January 1, 1995..... | \$ 1,000,000 |
| South Carolina and Georgia Railroad Company: | |
| First mortgage bonds, due May 1, 1919..... | 5,250,000 |
| Southern Railway—Carolina Division: | |
| General mortgage bonds, due July 1, 1952..... | 5,000,000 |
| Total outstanding funded debt..... | \$ 11,250,000 |

And the Southern Railway Company hereby covenants and agrees, as part of the consideration for this lease, that during the life of the bonds constituting the existing and already authorized funded debt of the Carolina Company as hereinbefore specified, the said receipts, income and revenues to be derived by the Southern Company from the use and operation of said demised lines of railroad and to be applied by the Southern Company as aforesaid shall be not less than enough to pay the interest as it accrues upon said funded debt.

(d) One-half of any and all residue of said receipts, income and revenues remaining after each and every of the above-mentioned and specified payments and provisions shall have been made shall be paid over to the Carolina Company, its successors or assigns, and such payments, if and when the same shall be due, shall be made by the Southern Company to the Carolina Company annually on the first day of October in each year, for and with respect to the fiscal year ended on the last preceding thirtieth day of June.

By first supplement dated December 31, 1902, to the lease dated June 30, 1902, all that certain line of railroad known as the Sumter and Wateree River Railroad beginning at a point of connection with the Camden Branch line of the Carolina Company at Sumter Junction, and extending thence in

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR
OTHER AGREEMENT—CONTINUED.*Explanatory Remarks—Continued.*

an easterly direction about 16.16 miles to the city of Sumter, all in the county of Sumter and State of South Carolina, which line, acquired by the Southern Railway—Carolina Division, became and was accepted by the Southern Railway Company as part of the property of the Carolina Company upon all the terms and conditions set forth in the said lease indenture dated June 30, 1902, under which, in addition to other things set forth, there was assumed the payment of interest under the same provisions as provided in the agreement of June 30, 1902, on Sumter and Wateree River Railroad Company first mortgage 5 per cent. bonds, due April 1, 1919, \$100,000.00.

By second supplement dated January 2, 1906, to the lease dated June 30, 1902, all that certain leasehold estate vested in the Carolina Company by lease of the Transylvania Railroad Company, dated January 1, 1906, in and to all that certain railroad and appurtenant property known as the Transylvania Railroad, extending from a connection with the Asheville and Spartanburg Railroad of the Carolina Company at Hendersonville, N. C., thence to Lake Toxaway, in the county of Transylvania and State of North Carolina, yielding and paying unto the Carolina Company such rents or sums of money in respect of said Transylvania Railroad as are provided in said lease dated January 1, 1906, that is to say an annual rental of \$25,000, for and in each on the first ten (10) years beginning January 1, 1906; and an annual rental of \$30,000, for and in each year of the remaining forty (40) years of said term.

ROAD ASSIGNED TO ANOTHER CARRIER FOR OPERATION THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OPERATING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|---|------------------|--------------------|----------------|------------------------|---|-------------------------------|
| | | Date | TERM | | | |
| | | | From | To | | |
| Chesapeake and Ohio Railway Company Blue Ridge Railway Company | 9.40 | Dec. 23, 1890. | Mch. 1, 1891. | Apr. 1, 1900. | Rental \$6,000 per annum and taxes. | |
| | 9.98 | Dec. 27, 1901. | Dec. 27, 1901. | Until termi- nated. | Rental \$1,250 per month and taxes to December 31, 1909, and \$333.33 per month and taxes from January 1, 1910. | |
| Virginia and Southwestern Railway Com- pany Washington and Old Dominion Railway | 14.10 | July 1, 1909. | Jan. 1, 1910. | Dec. 31, 1939. | Annual rental of \$10,000 per year. | |
| | 54.55 | Nov. 15, 1911. | July 1, 1912. | July 1, 1962. | First 5 years, \$45,000 per annum; second 5 years, \$47,500 per annum; third 5 years, \$50,000 per annum; next 15 years, \$55,000 per annum; last 20 years, \$60,000 per annum. | |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | | | |
|--|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|---|----------|-------------------|---|--|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year | |
| | | | | | | | | | | | | | |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | | |
| % Ry., 1st con. mort. | 1894 | 1994 | \$ 120,000,000 | \$ 61,757,800 | \$ 1,114,800 | | \$250,000 | \$ 60,393,000 | 5 | J. & J. | \$2,950,275 00 | \$ 2,944,650 00 | |
| % Ry., 1st dev. and gen. mort. | 1906 | 1956 | 200,000,000 | 87,325,000 | 25,992,000 | | | 61,333,000 | 4 | A. & O. | 2,453,320 00 | 2,453,320 00 | |
| % Ry., E. T. reorg. mort. | 1894 | 1938 | 4,500,000 | 4,500,000 | | | | 4,500,000 | 5 | M. & S. | 225,000 00 | 225,000 00 | |
| % Ry., Memphis Div., 1st mort. | 1898 | 1996 | 8,000,000 | 6,883,000 | | | | 6,883,000 | 5 | J. & J. | 344,150 00 | 344,150 00 | |
| % Ry., Memphis Div., 2nd mort. | 1898 | 1996 | 2,500,000 | 1,500,000 | | | | | | | | | |
| % Ry., Aiken Branch 1st mort. | 1898 | 1998 | 200,000 | 150,000 | | \$1,500,000 | | 150,000 | 4 | J. & J. | 6,000 00 | 6,000 00 | |
| % Ry., St. Louis Div., 1st mort. | 1901 | 1951 | 15,000,000 | 12,500,000 | | | | 12,500,000 | 6 | A. & O. | 500,000 00 | 500,000 00 | |
| A. T. & O. R., 1st mort. | 1883 | 1913 | 150,000 | | | | | | 4 | J. & J. | 6,750 00 | 9,000 00 | |
| A. C. & R., 1st mort. | 1879 | 1918 | 1,200,000 | 1,000,000 | | | | 1,000,000 | 6 | J. & J. | 60,000 00 | 60,000 00 | |
| A. & Y. Ry., 1st mort. | 1899 | 1949 | 1,500,000 | 1,500,000 | | | | 1,500,000 | 4 | A. & O. | 60,000 00 | 60,000 00 | |
| C. & G. R., 1st mort. | 1881 | 1916 | 2,000,000 | 1,925,000 | | | | 1,925,000 | 6 | J. & J. | 115,500 00 | 115,500 00 | |
| E. T. V. & G. Ry., 1st mort. | 1870 | 1930 | 18,877,000 | 3,106,000 | | | | 3,106,000 | 5 | J. & J. | 155,300 00 | 155,300 00 | |
| E. T. V. & G. Ry., con. mort. | 1881 | 1886 | 20,000,000 | 12,770,000 | | | | 12,770,000 | 5 | M. & N. | 638,500 00 | 638,500 00 | |
| Gen. Ry., 1st mort. | 1882 | 1922 | 5,660,000 | 5,660,000 | | | | 5,660,000 | 6 | J. & J. | 339,600 00 | 339,600 00 | |
| K. & O. R., 1st mort. | 1886 | 1925 | 2,000,000 | 2,000,000 | | | | 2,000,000 | 6 | J. & J. | 120,000 00 | 120,000 00 | |
| K. & O. R., 1st con. mort. | 1903 | 1953 | 3,000,000 | 500,000 | | 500,000 | | | 4 | J. & J. | 283,320 00 | 283,320 00 | |
| R. & D. R., con. mort. | 1874 | 1915 | 6,000,000 | 4,722,000 | | | | 4,722,000 | 5 | A. & O. | 168,400 00 | 168,400 00 | |
| Va. Mid. Ry., deb. mort. | 1882 | 1927 | 4,000,000 | 3,368,000 | | | | 3,368,000 | 5 | A. & O. | 66,000 00 | 66,000 00 | |
| Va. Mid. Ry., serial mort. series 'C' | 1881 | 1916 | 1,100,000 | 1,100,000 | | | | 1,100,000 | 6 | M. & S. | 47,500 00 | 47,500 00 | |
| Va. Mid. Ry., serial mort. series 'D' | 1881 | 1921 | 950,000 | 950,000 | | | | 950,000 | 5 | M. & S. | 88,700 00 | 88,700 00 | |
| Va. Mid. Ry., serial mort. series 'E' | 1881 | 1926 | 1,775,000 | 1,774,000 | | | | 1,774,000 | 5 | M. & S. | 65,500 00 | 65,500 00 | |
| Va. Mid. Ry., serial mort. series 'F' | 1881 | 1931 | 1,310,000 | 1,310,000 | | | | 1,310,000 | 5 | M. & S. | 242,950 00 | 242,950 00 | |
| Va. Mid. Ry., gen. mort. | 1886 | 1936 | 12,500,000 | 4,869,000 | | | | 4,869,000 | 6 | M. & S. | 4,200 00 | 4,200 00 | |
| C. & E. R., 1st mort. | 1879 | 1913 | 500,000 | 34,300 | | | | 34,300 | 6 | J. & J. | | | |

| W. N. C. R. R., 1st con. mort. | 1884 | 1914 | 2,414,000 | --- | --- | 2,414,000 | 6 | J. & J. | 144,840 00 |
|--|------|------|--|--------------|-------------|---------------|-----|---------|-----------------|
| W. O. & W. R. R., 1st mort | 1801 | 1924 | 1,025,000 | --- | --- | 1,025,000 | 4 | F. & A. | 41,000 00 |
| Collateral Trust Bonds: (So. Ry., M. & O. collat.) | 1901 | 1938 | 8,249,000 | 1,000 | --- | 8,248,000 | 4 | M. & S. | 329,893 33 |
| (So. Ry., M. & O. stock trust certificates)..... | Var. | --- | Not to ex- ceed au- thorized in- crease of M. & O. capital stock..... | --- | --- | --- | --- | --- | --- |
| L. & N. So. Monon. coll. joint bonds (So. Ry. proportion one-half).... | 1902 | 1952 | 5,670,200 | 20,000 | --- | 5,650,200 | 4 | A. & O. | 226,008 00 |
| Plain Bonds, Debentures and Notes: | --- | --- | 7,750,000 | 21,000 | --- | 5,892,500 | 4 | J. & J. | 235,700 00 |
| So. Ry. 3-yr. gold notes. | 1910 | 1913 | --- | --- | --- | --- | --- | --- | --- |
| So. Ry. 3-yr. gold notes. | 1913 | 1916 | 5,000,000 | --- | --- | 5,000,000 | 5 | F. & A. | 291,666 66 |
| Unmatured Pur. Price | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| N. E. R. R. of Ga. | 1899 | 1914 | 107,000 | --- | --- | 107,000 | 3½ | M. & N. | 3,745 00 |
| Total..... | --- | --- | \$249,572,800 | \$27,148,800 | \$2,000,000 | \$250,000 | --- | --- | \$10,317,964 65 |
| | | | | | | \$220,174,000 | --- | --- | \$10,418,776 33 |

*Richmond and Danville Railroad Company debenture mortgage is included under the heading mortgage bonds from the fact that by an instrument dated July 21, 1894, Southern Railway Company assumed the obligation of these bonds upon the consent of the bond-holders to so modify the terms of the mortgage to make the bonds bear a fixed rate of interest at 5 per cent. per annum, instead of being dependent upon income. The payment of the principal is secured by a mortgage or deed of trust whereby the entire property, works, franchises and income of the Richmond and Danville Railroad are conveyed to the Central Trust Company of New York as trustee.

*Annual interest payment on Charlottesville and Rapidan Railroad first mortgage bonds is \$35,300.00 of which a certain proportion is paid to the trustee for sinking funds. This proportion for the year ended June 30, 1913, was \$31,100.00.

†See page 670, Mobile and Ohio Railroad general mortgage bonds, \$8,249,000, pledged as collateral.

‡See page 667, Mobile and Ohio Railroad capital stock, \$5,670,200, pledged as collateral.

FUNDED DEBT—CONTINUED—EQUIPMENT TRUST OBLIGATIONS.
General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | EQUIPMENT COVERED | REMARKS |
|-----------------------------|--------------------|----------|--------------------|--|----------------|
| Series E..... | July 1, 1904..... | 10 years | 20 | 120 locomotives, 2,500 freight cars..... | Semi-annually. |
| Series H..... | Mich. 1, 1905..... | 10 " | 20 | 79 locomotives, 5,000 freight cars..... | Semi-annually. |
| Series K..... | Nov. 1, 1905..... | 10 " | 20 | 98 locomotives, 1,800 freight cars..... | Semi-annually. |
| Series L..... | Feb. 1, 1906..... | 15 " | 30 | 100 locomotives, 10,000 freight cars..... | Semi-annually. |
| Series M..... | June 1, 1909..... | 10 " | 20 | 50 locomotives, 119 passenger cars..... | Semi-annually. |
| Series N..... | Apr. 1, 1910..... | 10 " | 20 | 75 locomotives, 10 passenger cars, 4,770 freight cars..... | Semi-annually. |
| Series O..... | May 1, 1911..... | 10 " | 20 | 63 locomotives, 69 passenger cars..... | Semi-annually. |
| Series P..... | Dec. 1, 1911..... | 10 " | 20 | 2,450 freight cars..... | Semi-annually. |
| Series Q..... | June 1, 1912..... | 10 " | 20 | 45 locomotives, 36 passenger cars, 525 freight cars..... | Semi-annually. |

Statement of Amount.

| SERIES OR OTHER DESIGNATION | Cash Paid on Delivery of Equipment | DEFERRED PAYMENTS | | | | INTEREST | | |
|-----------------------------|------------------------------------|-------------------|--------------------|-----------------|--------------------|--------------------------------|-----------------------------|-------|
| | | PRINCIPAL | | INTEREST | | Amount Accrued During the Year | Amount Paid During the Year | Rate |
| | | Original Amount | Amount Outstanding | Original Amount | Amount Outstanding | | | |
| Series E..... | \$ 586,777 50 | \$ 2,955,000 00 | \$ 441,000 00 | | | \$ 28,665 00 | \$ 29,767 50 | 4 1/2 |
| Series H..... | 522,515 00 | 4,500,000 00 | 900,000 00 | | | 52,312 50 | 55,087 50 | 4 1/2 |
| Series K..... | 405,465 10 | 2,800,000 00 | 700,000 00 | | | 34,533 33 | 36,400 00 | 4 1/2 |
| Series L..... | 1,279,845 00 | 9,000,000 00 | 4,800,000 00 | | | 225,000 00 | 236,250 00 | 4 1/2 |
| Series M..... | 450,152 85 | 1,400,000 00 | 840,000 00 | | | 42,000 00 | 42,525 00 | 4 1/2 |
| Series N..... | 1,332,535 00 | 6,200,000 00 | 3,640,000 00 | | | 175,500 00 | 181,350 00 | 4 1/2 |
| Series O..... | 336,894 69 | 1,600,000 00 | 1,200,000 00 | | | 57,397 50 | 59,062 50 | 4 1/2 |
| Series P..... | 335,050 00 | 1,500,000 00 | 1,275,000 00 | | | 62,321 29 | 62,437 50 | 4 1/2 |
| Series Q..... | 308,130 00 | 1,500,000 00 | 1,350,000 00 | | | 37,467 66 | 54,562 50 | 4 1/2 |
| Total..... | \$5,557,955 14 | \$30,355,000 00 | \$15,146,000 00 | | | \$ 716,737 28 | \$ 758,042 50 | |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | |
|--|--|------------------------------------|-----------------------|-----------------------------|--------------------------------|--|-----------------------------|-------------------------|--|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year | | |
| | | | | | Charged to Income | | | Charged to Construction | |
| Mortgage bonds..... | \$224,633,100 00 | \$ 27,108,800 00 | \$ 2,000,000 00 | \$ 250,000 00 | \$195,276,300 00 | \$ 9,126,805 00 | | \$ 9,123,430 00 | |
| Collateral trust bonds..... | 19,632,700 00 | 42,000 00 | | | 19,790,700 00 | 791,601 33 | | 791,601 33 | |
| Plain bonds, debentures and notes..... | 5,107,000 00 | | | | 5,107,000 00 | 399,578 32 | | 503,745 00 | |
| Equipment trust obligations..... | 15,146,000 00 | | | | 15,146,000 00 | 706,809 75 | \$ 8,927 53 | 758,042 50 | |
| Total..... | \$264,718,800 00 | \$ 27,148,800 00 | \$ 2,000,000 00 | \$ 250,000 00 | \$235,320,000 00 | \$ 11,024,794 40 | \$ 8,927 53 | \$ 11,176,818 83 | |
| PURPOSE OF THE ISSUE | Total Par Value Issued During the Year | | | Total Par Value Outstanding | Total Cash Realized | REMARKS | | | |
| | Cash Realized on Amount Issued During the Year | | | | | | | | |
| Issued for cash: | | | | | | | | | |
| Southern Ry., three-year gold notes..... | \$5,000,000 00 | \$4,931,500 00 | | \$5,000,000 00 | \$4,931,500 00 | | | | |
| Issued for construction of new properties: | | | | | | | | | |
| Southern Ry. first con. mortgage bonds..... | | | | 11,635,000 00 | 12,217,377 00 | | | | |
| Southern Ry. dev. and gen. mortgage bonds "A"..... | | | | 26,536,226 00 | 22,036,517 00 | | | | |
| Southern Ry. dev. and gen. mortgage bonds "A"..... | 5,000,000 00 | In treasury | | 20,000,000 00 | In treasury | | | | |
| Memphis div. first mortgage bonds..... | | | | 1,800,000 00 | 2,009,750 00 | | | | |
| St. Louis div. first mortgage bonds..... | | | | 1,750,000 00 | 1,660,000 00 | | | | |
| Issued for additions and betterments: | | | | | | | | | |
| Southern Ry. first con. mortgage bonds..... | | | | 5,948,372 00 | 6,258,182 00 | | | | |
| Southern Ry. first con. mortgage bonds in treasury..... | | | | 300 00 | In treasury | | | | |
| Southern Ry. dev. and gen. mortgage bonds series "A"..... | | | | 12,097,774 00 | 9,918,863 00 | | | | |
| Southern Ry. dev. and gen. mortgage bonds in treasury..... | 1,130,000 00 | In treasury | | 5,916,000 00 | In treasury | | | | |
| Southern Ry. equipment obligations..... | 1,500,000 00 | 1,473,150 00 | | 15,146,000 00 | | | | | |

Deferred obligations on equipment under trust.

Deferred obligations on equipment under trust.

RECAPITULATION OF FUNDED DEBT—CONTINUED.

| PURPOSE OF THE ISSUE—CONTINUED | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Outstanding | Total Cash Realized | REMARKS |
|--|--|--|-----------------------------|---------------------|--|
| Issued for purchase of railway or other property: | | | | | |
| Southern Ry. first con. mortgage bonds | | | \$3,043,000 00 | \$3,195,314 00 | Purchase M. & C. R. R. |
| Memphis div. first mortgage bonds | | | 5,083,000 00 | | |
| Memphis div. second mortgage bonds in treasury | | | 1,500,000 00 | | Purchase M. & C. R. R. |
| Aiken Branch first mortgage bonds | | | 150,000 00 | | Purchase Aiken Branch. |
| Atlantic & Yadkin first mortgage bonds | | | 1,500,000 00 | | Purchase C. F. & Y. V. R. R. |
| K. & O. R. R. first con. mortgage bonds in treasury | | | 500,000 00 | | |
| Unmatured balance purchase price N. E. R. R. of Ga. | | | 107,000 00 | | Deferred payment due account purchase N. E. R. R. of Ga. |
| Issued for acquisition of securities: | | | | | |
| Southern Ry. first con. mortgage bonds | | | 3,504,500 00 | | Acquire divisional prior lien bonds. |
| Southern Ry. first con. mortgage bonds | | | 12,500,500 00 | 13,301,704 00 | |
| Southern Ry. first con. mortgage bonds | \$ 187,000 00 | In treasury | 1,114,500 00 | In treasury | |
| Southern Ry. dev. and con. mortgage bonds series "A" | | | 22,699,000 00 | 17,444,370 00 | |
| Southern Ry. dev. and gen. mortgage bonds series "A" | | | 76,000 00 | In treasury | |
| Mobile and Ohio col. bonds | \$2,000 00 | In treasury | 8,249,000 00 | | Acquire general mortgage bonds M. & O. R. R. |
| L. & N. Sou. Monon. coll. joint bonds | | | 3,670,200 00 | | Acquire capital stock M. & O. R. R. |
| Issued for reorganization: | | | 3,913,500 00 | | Acquire capital stock C. I. & L. R. R. |
| Southern Ry. first con. mortgage bonds | | | 24,011,628 00 | No record | |
| E. T. reorganization mortgage bonds | | | 1,500,000 00 | | |
| St. Louis div. first mortgage bonds | | | 10,750,000 00 | | |
| Outstanding at organization of Southern Railway Company: | | | | | |
| Ala. Coast R. R. first mortgage bonds | | | 1,000,000 00 | | |
| C. & G. R. R. first mortgage bonds | | | 1,925,000 00 | | |
| E. T. V. & G. Ry. first mortgage bonds | | | 3,104,000 00 | | |
| E. T. V. & G. Ry. gen. mortgage bonds | | | 12,770,000 00 | | |
| Ga. Pac. Ry. first mort. bonds | | | 5,660,000 00 | | |
| K. & O. R. R. first mortgage bonds | | | 2,000,000 00 | | |
| R. & D. R. R. con. mortgage bonds | | | 4,722,000 00 | | |
| R. & D. R. R. debenture mortgage bonds | | | 3,368,000 00 | | |
| Va. Mid. Ry. serial mortgage bonds series "C" | | | 1,100,000 00 | | |
| Va. Mid. Ry. serial mortgage bonds series "D" | | | 960,000 00 | | |
| Va. Mid. Ry. serial mortgage bonds series "E" | | | 1,774,000 00 | | |

Va. Mil. Ry. serial mortgage bonds series "P".....
 Va. Mil. Ry. gen. mortgage bonds.....
 W. N. C. R. R. first mortgage bonds.....
 W. N. C. R. R. first mortgage bonds.....
 W. O. & W. R. R. first mortgage bonds.....
 Total.....

1,310,000 00
 4,860,000 00
 2,414,000 00
 1,028,000 00
 \$264,718,800 00

.....

 \$6,404,650 00

\$12,869,000 00

\$92,973,577 00

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value* | Assignment | | Amount Per Mile of Line | |
|--------------------|------------------|----------------|---------------------|-------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 180,000,000 | \$ 180,000,000 | ..... | 4,728.94 | \$ 38,080 |
| Funded debt..... | 264,718,800 | 264,718,800 | ..... | 4,728.94 | 56,002 |
| Total..... | \$ 444,718,800 | \$ 444,718,800 | ..... | 4,728.94 | \$ 94,082 |

DISCOUNT ON SECURITIES.

On Funded Debt.

| CLASS OF BOND OR OBLIGATION | NET AMOUNT OF DISCOUNT | | |
|---|------------------------|--------------------------------------|---|
| | Total | Charged to Income or Profit and Loss | To be Charged During Remaining Life of Security |
| Southern Railway, 1st consolidated mort... | \$ 15,000 00 | \$ 15,000 00 | ----- |
| Southern Railway, 3-year notes..... | 68,500 00 | 68,500 00 | ----- |
| Southern Railway, equipment trust series "Q"..... | 26,850 00 | 26,850 00 | ----- |
| Total..... | \$ 110,350 00 | \$ 110,350 00 | ----- |

SECURITY FOR FUNDED DEBT.

All property covered by the following mortgages:

Southern Railway Company, first consolidated mortgage dated October 2, 1894.
 Southern Railway Company, devel. and general mortgage dated April 18, 1906.
 L. & N. Southern Monon. collateral joint mortgage dated July 1, 1902.
 Mobile and Ohio collateral trust indenture dated March 1, 1901.

Explanatory Remarks.

By reason of the conditions surrounding the stock and funded debt of Southern Railway Company and the application thereto of its trackage mileage operated, the results as to the amount of capitalization per mile, \$94,082.00, arrived at from a literal compliance with the Commission's requirements as set forth in table of Recapitulation of Capitalization as presented on page 657 of this report, is, in the opinion of this company, incorrect and misloading. In view of these conditions, Southern Railway submits herewith a table which it believes correctly sets forth its capitalization per mile of line:

| | |
|--|-------------------|
| Total capital stock..... | \$ 180,000,000 00 |
| Total mortgage, bonded and secured debt..... | 264,718,800 00 |
| | \$ 444,718,800 00 |
| Less: | |
| Proportion of equipment obligations outstanding June 30, 1913, chargeable to income..... | \$ 5,206,507 39 |
| Cash and other assets in excess of liabilities..... | 85,575,352 70 |
| | 90,781,860 09 |
| Giving a total capitalization not represented by assets other than road and equipment of..... | \$ 353,936,939 91 |
| Or a capitalization per mile of all mileage owned, stock controlled and leased of..... | \$ 48,079 72 |
| While including outstanding securities on leasehold estates, which are not a liability of the Southern Railway Company, amounting to..... | 42,052,903 33 |
| Would make such total capitalization..... | \$ 395,989,843 24 |
| Or a capitalization per mile of all mileage owned, stock controlled and leased of..... | \$ 53,792 30 |
| These results arrived at on basis of using the total mileage of Southern Railway Company, as shown by annual report to stockholders, as follows: | |
| Lines owned..... | \$ 4,239 05 |
| Lines controlled by ownership of securities..... | 412 41 |
| Lines operated under agreement..... | 11 40 |
| Lines leased..... | 1,899 38 |
| Total mileage operated, excluding trackage rights..... | \$ 6,562 24 |
| To which add mileage owned but leased to other companies: | |
| Gordonsville Branch..... | 9 40 |
| Rogersville Branch..... | 14 10 |
| Anderson Branch..... | 9 98 |
| Blumont Branch..... | 54 55 |
| | \$ 6,650 27 |
| To which add: | |
| Mileage under trackage rights..... | 474 29 |
| Southern Railway Company in Mississippi..... | 236 90 |
| Giving a total mileage of..... | \$ 7,361 46 |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | From Special Appropriations | Through Issue of Securities | Property Retired or Converted | Total |
|---|---|--------------------------------|-----------------------------------|-------------------------------------|-----------------|
| Right of way and station grounds..... | \$ 164,857 13 | ..... | ..... | ..... | \$ 164,857 13 |
| Real estate..... | 8,838 20 | ..... | ..... | ..... | 8,838 20 |
| Widening cuts and fills..... | 32,582 59 | ..... | ..... | ..... | 34,083 09 |
| Protection of banks and drainage..... | 1,772 50 | \$ 1,450 50 | ..... | ..... | 1,772 50 |
| Grade reductions and changes of line..... | 5,641 76 | ..... | ..... | ..... | 5,641 76 |
| Bridges, trestles and culverts..... | 82,249 78 | 4,062 71 | ..... | ..... | 86,312 49 |
| Increased weight of rail..... | 102,723 56 | ..... | ..... | ..... | 102,723 56 |
| Ballast..... | 22,629 57 | ..... | ..... | ..... | 22,629 57 |
| Additional main tracks..... | 657,486 56 | ..... | ..... | ..... | 657,486 56 |
| Sidings and spur tracks..... | 489,727 76 | 3,960 29 | ..... | ..... | 493,688 05 |
| Terminal yards..... | 178,774 11 | ..... | ..... | ..... | 178,774 11 |
| Fencing right of way..... | 528 07 | 2,159 67 | ..... | ..... | 2,687 74 |
| Improvement of crossings under or over grade..... | 15,492 76 | ..... | ..... | ..... | 15,492 76 |
| Elimination of grade crossings..... | 37,338 68 | 22 98 | ..... | ..... | 37,338 68 |
| Interlocking apparatus..... | 23,232 02 | ..... | ..... | ..... | 23,232 02 |
| Block and other signal apparatus..... | 195,800 20 | ..... | ..... | ..... | 197,204 92 |
| Telegraph and telephone lines..... | 2,839 75 | 1,404 72 | ..... | ..... | 4,079 07 |
| Station buildings and fixtures..... | 487,604 02 | 17,856 26 | ..... | ..... | 505,460 28 |
| Roadway machinery and tools..... | 18 12 | 3,275 26 | ..... | ..... | 3,293 38 |
| Shops, enginehouses and turntables..... | 67,523 22 | 6,140 13 | ..... | ..... | 73,663 35 |
| Shop machinery and tools..... | 34,603 17 | 1,244 20 | ..... | ..... | 35,847 37 |
| Water and fuel stations..... | 96,113 62 | 898 76 | ..... | ..... | 97,012 38 |
| Dock and wharf property..... | 45,212 76 | ..... | \$1,808,130 00 | ..... | 45,212 76 |
| Equipment..... | 626,063 31 | ..... | ..... | \$1,871,042 38 | 563,150 93 |
| Interest and commissions..... | 21,431 42 | ..... | ..... | ..... | 21,431 42 |
| Other additions and betterments..... | 129,781 53 | 4,945 68 | ..... | ..... | 134,727 21 |
| Total..... | \$3,530,766 17 | \$ 48,660 48 | \$1,808,130 00 | \$1,871,042 38 | \$ 3,516,514 27 |

**EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE—CONTINUED.**

Explanatory Remarks.

| | |
|----------------------------------|---------------|
| Other additions and betterments: | |
| Section houses..... | \$ 35,837 10 |
| Paving..... | 15,318 66 |
| Girder rails..... | 2,263 35 |
| Drainage ditch..... | 2,939 72 |
| Track scales..... | 6,569 49 |
| Retaining wall..... | 4,924 79 |
| Heating office buildings..... | 3,651 80 |
| Public highways..... | 7,635 00 |
| Yard offices..... | 13,143 26 |
| Changes—coach yard..... | 1,687 61 |
| Furnishings for new offices..... | 22,769 96 |
| Miscellaneous items..... | 17,986 47 |
| | <hr/> |
| | \$ 134,727 21 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|---|---|
| I. ROAD: | | | |
| Engineering..... | \$ 55,114 83 | \$ 266,166 08 | \$ 321,280 91 |
| Right of way and station grounds..... | 161,814 16 | 380,990 91 | 542,806 07 |
| Real estate..... | 1,885 51 | Cr. 44,643 53 | Cr. 42,758 02 |
| Grading..... | 391,208 00 | 3,380,989 83 | 3,772,197 82 |
| Tunnels..... | | 791,783 65 | 791,783 65 |
| Bridges, trestles and culverts..... | 193,965 43 | 2,991,506 46 | 3,185,470 89 |
| Ties..... | 98,091 94 | 727,434 80 | 825,526 74 |
| Rails..... | 333,569 16 | 2,082,935 68 | 2,416,504 84 |
| Frogs and switches..... | 38,498 48 | 177,963 42 | 216,461 90 |
| Track fastenings and other material..... | 44,959 57 | 256,679 34 | 301,638 91 |
| Ballast..... | 154,310 55 | 606,787 48 | 761,098 03 |
| Track laying and surfacing..... | 283,779 87 | 1,445,672 49 | 1,729,452 36 |
| Roadway tools..... | 3,293 38 | 5,511 97 | 8,805 35 |
| Fencing right of way..... | 2,488 69 | 19,176 89 | 21,665 58 |
| Crossings and signs..... | 42,926 49 | 226,776 05 | 269,702 54 |
| Interlocking and other signal apparatus..... | 219,394 73 | 193,425 63 | 412,820 36 |
| Telegraph and telephone lines..... | 1,826 02 | 87,566 29 | 89,392 31 |
| Station buildings and fixtures..... | 506,145 95 | 1,141,558 20 | 1,647,704 15 |
| General office buildings and fixtures..... | 14,165 32 | 33,374 03 | 47,539 35 |
| Shops, enginehouses and turntables..... | 73,019 26 | 533,373 16 | 606,392 42 |
| Shop machinery and tools..... | 36,536 82 | 315,847 67 | 352,384 49 |
| Water stations..... | 60,732 51 | 211,467 25 | 272,199 76 |
| Fuel stations..... | 39,072 68 | 88,066 22 | 127,158 90 |
| Dock and wharf property..... | 45,212 76 | 98,111 76 | 143,324 52 |
| Electric-light plants..... | | 7,724 23 | 7,724 23 |
| Miscellaneous structures..... | 117,942 65 | 159,912 31 | 277,854 96 |
| Rent of equipment..... | | 861 00 | 861 00 |
| Repairs of equipment..... | | 13 50 | 13 50 |
| Earnings and operating expenses during con- struction..... | | Cr. 20 00 | Cr. 20 00 |
| Injuries to persons..... | 719 63 | 14,390 53 | 15,110 16 |
| Cost of road purchased..... | | Cr. 54,047 64 | Cr. 54,047 64 |
| Total..... | \$ 2,920,674 39 | \$16,147,374 66 | \$ 19,068,049 05 |
| II. EQUIPMENT: | | | |
| Steam locomotives..... | \$ 956,449 56 | \$ 6,270,230 56 | \$ 7,226,680 12 |
| Passenger-train cars..... | 331,075 79 | 2,523,069 66 | 2,854,145 45 |
| Freight-train cars..... | Cr. 788,529 24 | 9,101,205 45 | 8,312,676 21 |
| Work equipment..... | 64,154 82 | 256,612 91 | 320,767 73 |
| Floating equipment..... | | 22,793 97 | 22,793 97 |
| Total..... | \$ 563,150 93 | \$18,173,912 55 | \$ 18,737,063 48 |
| III. GENERAL EXPENDITURES: | | | |
| Law expenses..... | | \$ 2,765 01 | \$ 2,765 01 |
| Stationery and printing..... | | 7 00 | 7 00 |
| Taxes..... | | 5,082 86 | 5,082 86 |
| Interest and commissions..... | \$ 21,431 42 | 1,461,808 56 | 1,483,239 98 |
| Other expenditures..... | 11,257 53 | 50,719 86 | 61,977 39 |
| Total..... | \$ 32,688 95 | \$ 1,520,383 29 | \$ 1,553,072 24 |
| RECAPITULATION | | | |
| I. Road..... | \$ 2,920,674 39 | \$16,147,374 66 | \$ 19,068,049 05 |
| II. Equipment..... | 563,150 93 | 18,173,912 55 | 18,737,063 48 |
| III. General expenditures..... | 32,688 95 | 1,520,383 29 | 1,553,072 24 |
| Total..... | \$ 3,516,514 27 | \$35,841,670 50 | \$ 39,358,184 77 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE —CONTINUED.

Explanatory Remarks.

The 1912 report shows total expenditures July 1, 1907, to June 30, 1912, as follows:

| | |
|---------------------------|-----------------|
| Locomotives..... | \$ 6,194,225 88 |
| Passenger-train cars..... | 2,514,809 66 |
| Freight-train cars..... | 8,859,095 63 |
| Work equipment..... | 243,115 24 |
| Floating equipment..... | 21,793 97 |

\$17,832,840 38

General expenditures..... 2,270,383 29

while the 1912 column in the 1913 report was changed to read as follows:

| | |
|---------------------------|--------------|
| Locomotives..... | 6,270,230 56 |
| Passenger-train cars..... | 2,523,069 66 |
| Freight-train cars..... | 9,101,205 45 |
| Work equipment..... | 256,612 91 |
| Floating equipment..... | 22,793 97 |

\$18,173,912 55

General expenditures..... 1,520,383 29

giving the following differences:

| | |
|-------------------------------------|--------------|
| Locomotives, increase..... | \$ 76,004 68 |
| Passenger-train cars, increase..... | 8,460 00 |
| Freight-train cars, increase..... | 246,109 82 |
| Work equipment, increase..... | 13,497 67 |
| Floating equipment, increase..... | 1,000 00 |

Increase..... \$ 341,072 17

General expenditures, decrease..... 750,000 00

Net decrease..... \$ 408,927 83

This change was made on the assumption that the leasehold accounts had been eliminated from our books as of July 1, 1912. The above difference in the equipment of \$341,072.17 represents the value of equipment of leased lines which as destroyed was taken care of through operating expenses to the credit of property account. In the elimination of the leasehold accounts, it was necessary to restore to property account this amount. The difference in general expenditures of \$750,000 represents an amount of second mortgage bonds of the Atlantic and Danville Railway Company issued and taken into our accounts as a leasehold liability. In the elimination of these leasehold accounts, this amount was eliminated from our books as no liability exists with the company.

The cost of road and equipment per mile of line, shown below as \$82,999.03, is arrived at strictly in accordance with instructions issued by the Interstate Commerce Commission, and should not be considered as representing the actual cost of road and equipment for the mileage used.

It would appear impossible to accurately state from the books the cost of road and equipment per mile of line.

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|-------------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 287,434,900 33 | No record. |
| Equipment..... | 46,672,108 87 | |
| Investment since June 30, 1907..... | 39,358,184 77 | |
| Total..... | \$ 373,465,193 97 | No record. |
| Reserve for accrued depreciation—Cr..... | 14,321,746 67 | |
| Net total..... | \$ 359,143,447 30 | |
| Cost per mile of line, 4,327.08 miles..... | 82,999 03 | |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|--|-----------------|-----------------|
| Rail operations—Revenues..... | \$68,529,490 20 | |
| Rail operations—Expenses..... | 48,273,923 55 | |
| Net revenue—Rail operations..... | | \$20,255,566 65 |
| Auxiliary (or outside) operations—Revenues..... | \$ 1,147,231 24 | |
| Auxiliary (or outside) operations—Expenses..... | 1,066,695 37 | |
| Net revenue auxiliary operations..... | | 80,535 87 |
| Net railway operating revenue..... | | 20,336,102 52 |
| Railway tax accruals..... | | 2,480,387 28 |
| Railway operating income..... | | 17,855,715 24 |
| OTHER INCOME: | | |
| Income from lease of road..... | \$ 65,000 00 | |
| Hire of equipment—Credit balance..... | 5,072 83 | |
| Joint facility rent income..... | 210,606 09 | |
| Miscellaneous rent income..... | 108,095 03 | |
| Net profit from miscellaneous physical property..... | 27,396 19 | |
| Separately operated properties—Profit..... | 2,343 34 | |
| Dividend income..... | 1,318,235 55 | |
| Income from funded securities..... | 1,414,225 35 | |
| Income from unfunded securities and accounts..... | 219,063 61 | |
| Miscellaneous income..... | 16,919 35 | |
| Total other income..... | | 3,387,047 34 |
| Gross income..... | | \$21,242,762 58 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Deductions for lease of other roads..... | \$ 1,909,420 18 | |
| Joint facility rent deductions..... | 969,219 82 | |
| Miscellaneous rent deductions..... | 35,920 74 | |
| Separately operated properties—Loss..... | 169,976 44 | |
| Interest deductions for funded debt..... | 11,021,794 40 | |
| Interest deductions for unfunded debt..... | 244 56 | |
| Amortization of discount on funded debt..... | 12,017 04 | |
| Total deductions..... | | 14,121,593 18 |
| Net income..... | | \$ 7,121,169 40 |
| DISPOSITION OF NET INCOME: | | |
| Appropriations of income to sinking and other reserve funds..... | \$ 42,544 23 | |
| Dividend appropriations of income..... | 3,000,000 00 | |
| Appropriations of income for additions and betterments..... | 48,660 48 | |
| | | 3,091,204 71 |
| Income balance transferred to credit of profit and loss..... | | \$ 4,029,964 69 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|-----------------|------------------|
| Balance (at beginning of fiscal period) | | \$ 13,756,936 13 |
| Credit balance transferred from income account | | 4,029,964 89 |
| Profit on road and equipment sold | | 1,274 15 |
| Delayed income credits | | *5,345 03 |
| Miscellaneous credits | | †11,513 04 |
| Debt discount extinguished through surplus | \$ 98,332 96 | |
| Loss on retired road and equipment | 62,834 75 | |
| Delayed income debits | ‡100,274 19 | |
| Miscellaneous debits ..... | \|\|169,032 94 | |
| Balance credit (at end of fiscal period) carried to general balance sheet | 17,374,558 20 | |
| Total | \$17,805,033 04 | \$ 17,805,033 04 |

*Delayed income credits:

| | |
|---|-------------|
| North Carolina Midland Railroad Company, balance hire of equipment, June 30, 1909 | \$ 1,949 91 |
| Proportion rent returned from Washington Southern Railway | 2,388 81 |
| Miscellaneous items | 1,026 31 |
| | \$ 5,345 03 |

†Miscellaneous credits:

| | |
|---|--------------|
| Unearned refunds | 3,171 02 |
| Washington Terminal Company, rent refund | 4,426 64 |
| Insurance on Makeley house, destroyed by fire | 1,214 12 |
| Miscellaneous items | 2,701 26 |
| | \$ 11,513 04 |

‡Delayed income debits:

| | |
|---|---------------|
| For amount paid M. & O. R. R. Co. for expense of Okolona Big Creek line, September 1, 1907, to November 1, 1911 | 9,534 09 |
| Explosion, Jellico, Tenn., September, 1906 | 86,437 76 |
| Refund switching charges, Chicago and Alton Railway Company | 1,828 00 |
| Miscellaneous items | 2,474 34 |
| | \$ 100,274 19 |

||Miscellaneous debits:

| | |
|---|---------------|
| Settlement claim for damage by fire to Magnolia Compress, Mobile, Ala. | 7,500 00 |
| Advances, Delta Southern Railway, written down | 153,072 27 |
| Engineering special and miscellaneous surveys written off | 5,172 53 |
| Miscellaneous items | 3,288 14 |
| | \$ 169,032 94 |

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Par Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|----------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| | | | | | | | |
| Preferred stock..... | 2½ | | \$ 60,000,000 | \$ 1,500,000 | | 1912 | 1912 |
| Preferred stock..... | 2½ | | 60,000,000 | 1,500,000 | | 1913 | 1913 |
| Total..... | | | | \$ 3,000,000 | | | |

Explanatory Remarks.

The dividends shown above are placed to conform to the requirements of the form, but they do not represent the detail of the amount shown on page 663 as \$3,000,000.00, that amount being made up of:

Dividend No. 25, 2½ per cent. declared February 14, 1913, on the \$60,000,000 preferred stock, payable April 24, 1913.....\$1,500,000

Also an additional amount set aside out of the current year's income to provide for dividend No. 26, 2½ per cent. on preferred stock which was declared September 19, 1913, payable October 30, 1913.....1,500,000

\$3,000,000

SECURITIES OWNED—STOCKS.
Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | UNPLEGDED | | DIVIDENDS DECLARED | |
|---|--------------------|-----------------------|--------------------|-----------------------|--------------------|---------------|
| | Total Par Value | Cost or Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Atlantic and Yadkin Railway Company | \$ 999,300 00 | | \$ 700 00 | | | |
| Atlanta and Summerville Railroad Company | 149,900 00 | | 100 00 | | | |
| Alabama Great Southern Railroad Company—Preferred | *1,725,000 00 | | | | 6 | \$ 103,500 00 |
| Alabama Great Southern Railroad Company—Ordinary | *4,540,050 00 | | 65,500 00 | | 5 | 230,277 50 |
| Augusta Southern Railroad Company—Preferred | 1296,000 00 | | | | | |
| Augusta Southern Railroad Company—Common | 1294,800 00 | | 1,200 00 | | | |
| Ashville Southern Railway Company | | | 60,000 00 | | | |
| Ashville and Craggy Mountain Railway Company | | | 24,200 00 | | | |
| Ashville and Northern Railway Company | | | 29,600 00 | | | |
| Blue Ridge Railway Company | 199,500 00 | | 500 00 | | 3 | 3,000 00 |
| Central Transfer, Railway and Storage Company | 124,800 00 | | 200 00 | | 4 | 1,000 00 |
| Chattanooga Terminal Railway Company | 159,500 00 | | | \$ 500 00 | 3½ | 2,100 00 |
| Chicago, Indianapolis and Louisville Railway Company—Preferred | 1,936,700 00 | | | | 4 | 77,468 00 |
| Chicago, Indianapolis and Louisville Railway Company—Common | 4,898,450 00 | | | | 3½ | 159,199 62 |
| Cincinnati, New Orleans and Texas Pacific Railway Company | | | | | 11 | 44 00 |
| Cumberland Railroad Company | | | 400 00 | | | |
| Danville and Western Railway Company | 1367,700 00 | | 20,999 00 | | | |
| Delta Southern Railway | 149,500 00 | | 900 00 | | | |
| Danville, Mocksville and Southwestern Railway Company | | | 500 00 | | | |
| Edmonton Southern Railway Company | | | 50,200 00 | | | |
| Georgia Midland Railway Company | 1998,900 00 | | 98,000 00 | | | |
| Georgia Southern and Florida Railway Company—1st preferred | 1177,700 00 | | 1,100 00 | | | |
| Georgia Southern and Florida Railway Company—2nd preferred | 1309,000 00 | | 10,000 00 | | | |
| Georgia Southern and Florida Railway Company—Common | *1,691,500 00 | | 1,800 00 | | 5 | 8,885 00 |
| Hartwell Railway Company | | | 20,000 00 | | 5 | 15,950 00 |
| High Point, Randleman, Asheboro and Southern Railroad Company | *212,500 00 | | 100 00 | | | |
| Johnson City Southern Railway Company | | | 71,000 00 | | | |
| Kentucky and Indiana Terminal Railroad Company | 124,800 00 | | 200 00 | | | |
| Knoxville and Ohio Railroad Company | 561,200 00 | | | | | |
| Memphis and Charleston Railroad Company | 2,656,525 00 | | | | | |
| Knoxville and Ohio Railroad Company | *560,100 00 | | 900 00 | | | |
| Lawrenceville Branch Railroad Company | | | 76 00 | | | |
| Madisonborough Mineral Railway Company | | | 26,000 00 | | | |
| Mobile and Birmingham Railroad Company—Common | *680,400 00 | | 14,500 00 | | | |
| Mobile and Birmingham Railroad Company—Preferred | *20,500 00 | | | | 4 | 820 00 |

SOUTHERN RAILWAY COMPANY

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| Memphis—Chattanooga Railway | 250,000 00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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SECURITIES OWNED—STOCKS—CONTINUED.
Not Held in Sinking or Other Funds—Continued.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | UNPLEGDED | | DIVIDENDS DECLARED | |
|---|--------------------|-----------------------|--------------------|-----------------------|--------------------|-----------------|
| | Total Par Value | Cost of Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment—Continued: | | | | | | |
| Other than railway companies—Active—Continued: | | | | | | |
| Lenoir Car Works | | | | | 30 | \$ 105,000 00 |
| Nashville Terminal Realty Company | | | \$ 350,000 00 | | | |
| National Investment Company | | | 50,000 00 | | | |
| Richmond-Washington Company | | | 54,000 00 | | 4 | 17,800 00 |
| Southwestern Construction Company | | | 1,000 00 | | 11 | 1,826 00 |
| Southwestern Construction Company | | | 16,600 00 | | | |
| Total | \$47,539,176 00 | \$21,941,335 33 | \$ 8,727,720 00 | \$ 5,432,914 44 | | \$ 1,308,469 06 |
| Stocks of companies not proprietary, affiliated, or controlled held for investment: | | | | | | |
| Other than railway companies—Active: | | | | | | |
| Atlantic Compress Company | | | \$ 43,400 00 | \$ 43,400 00 | | |

*Pledged under Southern Railway, first consolidated mortgage.

†Pledged under Southern Railway, development and general mortgage.

Explanatory Remarks.

‡Estimate for dividend to be received by the Southern Railway Company in October, 1913, accrued to June 30, 1913.

*Augusta Union Station Company dividend is based on amount paid in on the stock, \$1,250.00, at 4 per cent., \$50.00.

†Birmingham Terminal Company dividend is based on amount paid in on the stock, \$500.00, at 4 per cent., \$20.00. The difference of \$1,200.00 in book value represents Southern Railway Companies proportion of working fund advanced and treated as additional cost of stock.

‡Dividend of 6 per cent. per annum on 63,785 shares, April 28, 1894, to November 27, 1894.

Less income tax.

Less commission.

Net.

Southern Railway Company's proportion, one-fourth, or

121,023 9-6
 26 5-6
 130,996 4-0
 25,576 00

SECURITIES OWNED—FUNDED DEBT.
Not Held in Sinking or Other Funds.

SOUTHERN RAILWAY COMPANY

669

| NAME OF CORPORATION AND SECURITY | PLEDGED | | UNPLEDGED | | INTEREST ACCRUED | |
|---|--------------------|-----------------------|--------------------|-----------------------|------------------|--------------|
| | Total Par Value | Cost of Book Value | Total Par Value | Cost or Book Value | Rate | Amount |
| Funded debt of proprietary, affiliated and controlled companies held for investment: | | | | | | |
| Railway companies—Active: | | | | | | |
| Alabama Central Railroad Company, income and scrip 6 per cent. bonds | \$1,335,275 00 | | | | | |
| Atlanta and Charlotte Air Line Railway Company, 1st mort. pref. 4½ per cent. bonds ext. | *600,000 00 | | | | 4½ | \$ 22,500 00 |
| Atlanta and Charlotte Air Line Railway Company, 1st mort. pref. 4½ per cent. bonds ext. | *4,250,000 00 | | | | 4½ | 191,250 00 |
| Atlanta and Charlotte Air Line Railway Company, income mort. 4½ per cent. bonds ext. | *750,000 00 | | | | 4½ | 33,750 00 |
| Blue Ridge Railway Company, 1st mort. 5 per cent. bonds | 1100,000 00 | | | | 5 | 5,000 00 |
| Atlantic, Tennessee and Ohio Railroad Company, 1st mort. 6 per cent. bonds | *144,500 00 | | | | | |
| Charlotte, Columbia and Augusta Railroad Company, 1st mort. 5 per cent. bonds | *1,999,500 00 | | | | | |
| Charlotte, Columbia and Augusta Railroad Company, 2nd mort. 7 per cent. bonds | *500,000 00 | | | | | |
| Columbia and Greenville Railroad Company, 1st mort. 6 per cent. bonds | *75,000 00 | | | | | |
| Richmond and Danville Railroad Company, con. mort. 5 per cent. bonds | *1,275,000 00 | | | | | |
| Virginia Midland Railway Company, serial mort. A. 6 per cent. bonds | *599,400 00 | | | | | |
| Virginia Midland Railway Company, serial mort. B. 6 per cent. bonds | *1,998,000 00 | | | | | |
| Virginia Midland Railway Company, serial mort. E. 5 per cent. bonds | *1,000 00 | | | | | |
| Western North Carolina Railroad Company, 1st con. mort. 6 per cent. bonds | *117,000 00 | | | | | |
| Central Transfer Railway and Storage Company, 1st con. mort. 5 per cent. bonds | | | \$ 10,000 00 | | 5 | 500 00 |
| Cumberland Railroad Company, 1st con. mort. 5 per cent. bonds | | | 1,028,000 00 | | | |
| Carolina and Northwestern Railway Company, 1st con. mort. 5 per cent. bonds | | | 1,598,000 00 | | 5 | 76,400 00 |
| Caldwell and Northern Railway Company, 1st con. mort. 5 per cent. bonds | | | 543,000 00 | | 5 | 27,150 00 |
| Delta Southern Railway, 1st con. mort. 4 per cent. bonds | 11,058,000 00 | | | | | |

SECURITIES OWNED—FUNDED DEBT—CONTINUED.
Not Held in Sinking or Other Funds—Continued.

| NAME OF CORPORATION AND SECURITY | PLEGDED | | UNPLEGDED | | INTEREST ACCRUED | |
|--|--------------------|-----------------------|--------------------|-----------------------|------------------|--------------|
| | Total Par Value | Cost of Book Value | Total Par Value | Cost of Book Value | Rate | Amount |
| Funded debt of proprietary, affiliated and controlled companies held for investment—Continued: | | | | | | |
| Railwa. companies—Active—Continued: | | | | | | |
| Danville and Western Railway Company, 1st con. mort. 5 per cent. bonds | \$1,051,000 00 | | | | 5 | \$ 52,550 00 |
| Elberton Southern Railway Company, 1st mort. 5 per cent. bonds | *250,000 00 | | | | | |
| Franklin and Pittsylvania Railroad Company, 1st mort. 6 per cent. bonds | | | \$ 5,000 00 | | 6 | 480 00 |
| Georgia Southern and Florida Railway Company, 1st con. mort. 4 per cent. bonds | *2,000,000 00 | | | | 4 | 80,000 00 |
| High Point, Henderson and Asheboro and Southern Railroad, 1st con. mort. 5 per cent. bonds | *402,000 00 | | 20,000 00 | | 5 | 1,000 00 |
| Hartwell Railway Company, 1st mort. 5 per cent. bonds | | | | | | |
| Knoxville and Ohio Railroad Company, 1st con. mort. 4 per cent. bonds | *500,000 00 | | | | | |
| Lawrenceville Branch Railroad Company, 1st mort. 7 per cent. bonds | | | | | | |
| Lancaster and Chester Railroad Company, 1st mort. 5 per cent. bonds | | | 30,000 00 | | | |
| Mobile and Ohio Railroad Company, general mort. 4 per cent. bonds | 8,249,000 00 | | 135,000 00 | | 5 | 6,750 00 |
| Memphis-Chattanooga Railway Company, ctf. of indus. 5 per cent. bonds | 2,634,131 00 | | | | 4 | 329,933 33 |
| Memphis-Chattanooga Railway Company, ctf. of indus. 5 per cent. bonds | 281,930 00 | | | | | |
| North Carolina Midland Railroad Company, 1st mort. 6 per cent. bonds | *801,000 00 | | | | 6 | 48,060 00 |
| Northern Alabama Railway Company, general lien 5 per cent. bonds | *350,000 00 | | | | 5 | 17,500 00 |
| Northern Alabama Railway Company, general lien 5 per cent. bonds | *300,000 00 | | 255,000 00 | | 5 | 63,400 00 |
| Piedmont Railroad Company, 1st mort. 6 per cent. bonds | *300,000 00 | | | | | |
| Piedmont Railroad Company, 2nd mort. 6 per cent. bonds | *300,000 00 | | 29,000 00 | | | |
| Piedmont Railroad Company, 1st mort. 5 per cent. bonds | 177,000 00 | | | | 5 | 6,750 00 |
| Roswell Railroad Company, 1st mort. 5 per cent. bonds | | | | | 4 | 200,000 00 |
| Southern Railway—Carolina Division, general mort. 4 per cent. bonds | *5,000,000 00 | | | | 4 | 380 00 |
| Southern Railway—Carolina Division, ctf. of indus. 4 per cent. bonds | 19,500 00 | | | | | |

| | \$ | % | Total | No. | Amount |
|--|------------------|------------------|-----------------|-----|-----------------|
| Southern Railway Company in Mississippi, 1st mort. 5 per cent. bonds | 200,000 00 | | | 5 | 10,000 00 |
| Transylvania Railroad Company, 1st mort., and scrip 5 per cent. bonds | 11,519,000 00 | | | 5 | 10,680 00 |
| Tallahatchie Valley Railroad Company, 1st mort. 5 per cent. bonds | *1,325,000 00 | | | | |
| Western North Carolina Railroad Company, 1st. con mort. 6 per cent. bonds | *225,000 00 | | | | |
| Washington, Ohio and Western Railroad Company, 1st mort. 4 per cent. bonds | *615,000 00 | | | | |
| Yadkin Railroad Company, 1st mort. 6 per cent. bonds | 250,000 00 | | | 4 | 10,000 00 |
| Charleston Terminal Company, 1st mort. 4 per cent. bonds | 5,835 00 | | | 4 | 233 39 |
| Columbia Union Station Company, etf. of indns. 4 per cent. bonds | 1,000 00 | | | 4 | 40 00 |
| Columbia Union Station Company, etf. of indns. 4 per cent. bonds | 448 00 | | | 4 | 17 91 |
| Durham Union Station Company, 1st mort. 5 per cent. bonds | 18,000 00 | | | 5 | 900 00 |
| Geddes Midland Terminal Company, 1st mort. 4½ per cent. bonds | 46,000 00 | | | 4½ | 2,070 00 |
| Goldsboro Union Station Company, 1st mort. 4½ per cent. bonds | 28,000 00 | | | 4½ | 1,260 00 |
| St. Johns River Terminal Company, 1st mort. 4 per cent. bonds | 142,000 00 | | | 4 | 45,680 00 |
| Railway companies—Inactive: | | | | | |
| Carolina and Tennessee Southern Railway, 1st mort. 4 per cent. bonds | 1603,000 00 | | | | |
| Cumberland Railway Company, 1st mort. 4 per cent. bonds | 1548,000 00 | | | | |
| Ensley Southern Railway Company, 1st mort. 4 per cent. bonds | 11,177,000 00 | | | | |
| Memphis and Charleston Railway Company, 1st mort. 6 per cent. bonds | 900,000 00 | | | | |
| Southern Railway in Kentucky, 1st mort. 5 per cent. bonds | *2,797,000 00 | | | | |
| Southern Railway Company of Indiana, 1st mort. 5 per cent. bonds | 5,000,000 00 | | | | |
| Tennessee and Carolina Southern Railway Company, 1st mort. 4 per cent. bonds | 11,354,000 00 | | | | |
| Other than railway companies—Active: | | | | | |
| Chesapeake Steamship Company of Baltimore City, notes | *96,125 00 | | | | |
| Chesapeake Steamship Company of Baltimore City, etfs. of indns. | *250,000 00 | | | 4 | 12,128 00 |
| Total..... | \$ 55,942,361 00 | \$ 35,696,114 58 | \$ 4,222,562 25 | | \$ 1,256,232 63 |
| Funded debt of companies not proprietary, affiliated, or controlled held for investment: | | | | | |
| Other than railway companies—Active: | | | | | |
| Sheffield Machine Works, 1st mort. bonds | \$ 75,000 00 | \$ 1 00 | | | |

*Pledged under Southern Railway first consolidated mortgage.

[†]Pledged under Southern Railway development and general mortgage.

SECURITIES OWNED—CONTINUED.

Marketable Securities—Stocks.

| NAME OF CORPORATION AND SECURITY | Par Value of Securities Owned | Cost or Book Value | DIVIDENDS DECLARED | |
|---|-------------------------------------|-----------------------|--------------------|--------------|
| | | | Rate | Amount |
| Railway companies—Active: | | | | |
| Chicago, Ind. & Louisville Ry. Co..... | \$ 5,000 00 | \$ 2,500 00 | 3½ | \$ 162 50 |
| Other than railway companies—Active: | | | | |
| Old Dominion Steamship Co..... | 210,000 00 | 254,020 00 | 6 | 12,600 00 |
| Other than railway companies—Inactive: | | | | |
| Jamestown Exposition Co.—Preferred..... | 500 00 | 1 00 | | |
| Jamestown Exposition Co.—Common..... | 5,957 00 | 1 00 | | |
| Total..... | \$ 221,457 00 | \$ 256,522 00 | | \$ 12,762 50 |

Marketable Securities—Funded Debt.

| NAME OF CORPORATION AND SECURITY | Par Value of Securities Owned | Cost or Book Value | INTEREST ACCRUED | |
|---|-------------------------------------|-----------------------|------------------|-------------|
| | | | Rate | Amount |
| Railway companies—Active: | | | | |
| Mobile & Ohio Railroad Co., gen. mort. bonds..... | \$ 500 00 | \$ 500 00 | 4 | |
| Tennessee Central Railroad Co., prior lien bonds..... | 176,000 00 | 178,559 04 | 4 | \$ 7,040 00 |
| Chicago, Peoria & St. Louis Ry. Co., gen. mort. bonds..... | 2,000 00 | 1 00 | 4 | |
| Total..... | \$ 178,500 00 | \$ 179,060 04 | | \$ 7,040 00 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | PAR VALUE | DIVIDENDS OR INTEREST |
|---|------------------|--------------------------|
| STOCKS: | | |
| Stocks of railway companies—Active..... | \$ 49,929,632 00 | \$ 1,155,429 55 |
| Stocks of railway companies—Inactive..... | 2,849,300 00 | |
| Stocks of other than railway companies—Active..... | 3,746,362 00 | 162,802 00 |
| Stocks of other than railway companies—Inactive..... | 6,457 00 | |
| Total..... | \$ 56,531,751 00 | \$ 1,318,231 55 |
| Stock pledged—Special deposits..... | 100 00 | 4 00 |
| FUNDED DEBT: | | |
| Funded debt of respondent "in treasury" and "pledged as col- lateral"..... | \$ 29,148,800 00 | |
| Funded debt of railway companies—Active..... | 47,591,531 00 | \$ 1,251,144 63 |
| Funded debt of railway companies—Inactive..... | 12,469,000 00 | |
| Funded debt of other than railway companies—Active..... | 494,399 00 | 12,128 00 |
| Total..... | \$ 89,703,730 00 | \$ 1,263,272 63 |
| Funded debt pledged—Special deposits..... | 2,663,000 00 | 106,120 00 |
| MISCELLANEOUS SECURITIES: | | |
| Southern Railway Insurance Fund, see page 673..... | \$ 600,000 00 | \$ 25,415 00 |
| Miscellaneous notes maturing one year and after, see page 676..... | | 19,417 72 |

SUMMARY OF SECURITIES OWNED—CONTINUED.

Not Held in Sinking or Other Funds—Continued.

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission?—Yes.

Explanatory Remarks.

The interest on securities held by the Southern Railway Insurance Fund—Par value.....\$ 850,000 00
 Less par value Southern Railway Company consolidated bonds..... 250,000 00
 Amounting to \$25,415.00. \$ 600,000 00

| NAME OF CORPORATION | Name of Security Held | Par Value of Holdings | Name of Intermediary |
|--|-----------------------|-----------------------|-------------------------|
| Southern Railway Company in Mississippi..... | Capital stock..... | \$ 50,000 00 | National Investment Co. |

NOTE—The Southern Railway Company, Alabama Great Southern Railroad Company, Cincinnati, New Orleans and Texas Pacific Railway Company, and Mobile and Ohio Railroad Company have an interest, one-fourth, each in the following capital stock of the Alabama, New Orleans, Texas and Pacific Junction Railway Company, Limited, a holding company.

63,786 preferred "A" shares.

106,404 preferred "B" shares.

SINKING AND OTHER FUNDS.

Income and Disbursements During the Year.

| NAME OF FUND | INCOME | | | | Disbursements |
|--------------------------------------|----------------------------|---------------------------------|----------------------|-----------------|-----------------|
| | Cash Appropriation to Fund | Income to Fund from Investments | Other Income to Fund | Total | |
| Sinking and redemption funds: | | | | | |
| Three-year notes | \$10,000,000 00 | ----- | ----- | \$10,000,000 00 | \$ 9,970,000 00 |
| A. T. & O. R. R. bonds | 150,000 00 | ----- | ----- | 150,000 00 | 144,500 00 |
| Char. & Rapidan R. R. bonds | 31,100 00 | ----- | ----- | 31,100 00 | 30,600 00 |
| Virginia Midland Ry. "B" bonds | ----- | ----- | ----- | ----- | 200 00 |
| Virginia Midland Ry. scrip | ----- | ----- | ----- | ----- | 26 20 |
| Total..... | \$10,181,100 00 | ----- | ----- | \$10,181,100 00 | \$10,145,326 20 |
| Insurance and other reserve funds: | | | | | |
| Southern Railway Insurance Fund..... | \$ 42,544 23 | ----- | \$ 257,371 98 | \$ 299,916 21 | \$ 226,503 17 |

SINKING AND OTHER FUNDS—CONTINUED.

Assets on June 30, 1913.

| NAME OF FUND AND SECURITY | SECURITIES IN FUND | | Cash in Fund | Total |
|---|--------------------|--------------------|--------------|---------------|
| | Par Value | Cost or Book Value | | |
| Sinking and redemption funds: | | | | |
| Charlottesville and Rapidan Railroad Company, 1st mort. 6 per cent. bonds | | | \$ 500 00 | \$ 500 00 |
| Southern Railway Company, three-year 5 per cent. gold notes | | | 30,000 00 | 30,000 00 |
| Charlotte, Columbia and Augusta Railroad Company, 1st mort. 5 per cent. bonds | | | 535 00 | 535 00 |
| Atlantic, Tennessee and Ohio Railroad Company, 1st mort. 6 per cent. bonds | | | 5,500 00 | 5,500 00 |
| Virginia Midland Railway, serial mort. "A" 6 per cent. bonds | | | 690 00 | 690 00 |
| Virginia Midland Railway, serial mort. "B" 6 per cent. bonds | | | 2,000 00 | 2,000 00 |
| Virginia Midland Railway, serial mort. "B" 6 per cent. bonds scrip | | | 73 80 | 73 80 |
| Total | | | \$ 39,298 80 | \$ 39,298 80 |
| Insurance and other reserve funds: | | | | |
| Southern Railway Insurance Fund: | | | | |
| Southern Railway Company 1st con. mort. 5 per cent. bonds | \$250,000 00 | \$ 287,500 00 | | \$ 287,500 00 |
| New Orleans Terminal Company, 1st mort. 4 per cent. bonds | 50,000 00 | 46,250 00 | | 46,250 00 |
| Alabama Great Southern Railroad Company, equipment 4½ per cent. bonds | 8,000 00 | 7,750 80 | | 7,750 80 |
| U. S. Steel Corporation sinking fund, 5 per cent. bonds | 50,000 00 | 49,312 50 | | 49,312 50 |
| Missouri, Kansas and Texas Railway Company, gen. mort. 4½ per cent. bonds | 50,000 00 | 46,375 00 | | 46,375 00 |
| Central Pacific Railway Company, 1st ref. mort. 4 per cent. bonds | 25,000 00 | 24,625 00 | | 24,625 00 |
| The C. & O. Ry., gen. fund. and imp. mort. 5 per cent. bonds | 50,000 00 | 50,125 00 | | 50,125 00 |
| The Kansas & Colorado Pacific Railway Company, 1st ref. mort. 5 per cent. bonds | 15,000 00 | 16,875 00 | | 16,875 00 |
| Chicago, Milwaukee & St. Paul Railway Company, gold mort. 4 per cent. bonds | 26,000 00 | 24,602 50 | | 24,602 50 |
| Norfolk and Western Railway Company, gen. mort. 4 per cent. bonds | 26,000 00 | 24,310 00 | | 24,310 00 |
| Chesapeake Steamship Company, equipment gold 5 per cent. bonds | 50,000 00 | 48,250 00 | | 48,250 00 |
| Chicago, Milwaukee & St. Paul Railway Company, gen. mort. 3½ per cent. bonds | 25,000 00 | 22,062 50 | | 22,062 50 |
| Delaware & Hudson Company, 1st and ref. mort. 4 per cent. bonds | 25,000 00 | 24,687 50 | | 24,687 50 |
| Southern Pacific Railroad Company, 1st ref. mort. 4 per cent. bonds | 25,000 00 | 23,937 50 | | 23,937 50 |
| Lake Shore & Michigan Southern Railway Company, 25-year 4 per cent. bonds | 25,000 00 | 23,437 50 | | 23,437 50 |
| L. & N. R. R. Co., unified 50-year gold 4 per cent. bonds | 25,000 00 | 24,843 75 | | 24,843 75 |
| Nor. Pac. Ry. Co., prior lien Ry. and land grant. 4 per cent. bonds | 25,000 00 | 25,000 00 | | 25,000 00 |
| A. T. & S. Fe. Ry. Co., gen. mort. 100-year 4 per cent. bonds | 25,000 00 | 24,968 75 | | 24,968 75 |
| B. & O. R. R. Co., 1st mort. 50-year gold 4 per cent. bonds | 25,000 00 | 24,772 50 | | 24,772 50 |
| The Penna. Genl. Freight Eqpt. Trust "G" 4 per cent. bonds | 50,000 00 | 48,604 55 | | 48,604 55 |
| Cash | | | \$121,064 06 | 121,064 06 |
| Total | \$850,000 00 | \$ 868,290 35 | \$121,064 06 | \$ 989,354 41 |

OPERATING RESERVES.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|---|----------------------------|-------------------------------|----------------------------------|----------------------------|
| Material depreciation..... | \$ 58,673 19 | \$ 64,718 89 | \$ 74,472 88 | \$ 48,919 20 |
| Overcharge claims..... | 438,470 71 | 1,547,573 15 | 1,701,787 09 | 284,286 77 |
| Loss and damage claims..... | 576,143 93 | 1,024,216 36 | 1,171,000 92 | 429,359 37 |
| Renewal of rail..... | 8,690 36 | 1,213,573 52 | 1,221,837 03 | 426 85 |
| Renewal of bridges..... | 13,488 13 | 52,430 96 | 55,542 19 | 10,376 90 |
| Personal injuries..... | 866,880 81 | 667,049 07 | 1,049,661 79 | 474,268 09 |
| Advertising..... | Def. 8,272 53 | 221,506 75 | 219,412 22 | * |
| Conversion—Freight cars..... | Def. 63,729 83 | 129,085 75 | 75,355 92 | ----- |
| Safety appliances—Locomotives..... | 3,581 15 | 13,743 32 | 18,317 70 | * |
| Safety appliances—Passenger cars..... | 15,426 52 | 7,907 42 | 14,378 23 | 8,955 71 |
| Safety appliances—Freight cars..... | 36,130 65 | 85,591 71 | 112,631 02 | 9,091 34 |
| Replacement—Locomotive tanks..... | 16,000 00 | 2,000 00 | 7,966 64 | 10,033 36 |
| Repairs—Home freight cars..... | 22,500 00 | 75,366 99 | 97,866 99 | ----- |
| Rehabilitation of line R. & W. Pt. | ----- | 41,259 20 | 23,719 23 | 17,539 97 |
| Total..... | \$ 1,983,983 09 | \$ 5,146,023 09 | \$ 5,843,919 85 | \$ 1,293,257 56 |

*Debit balance.

RESERVES FROM INCOME OR SURPLUS.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|---|----------------------------|-------------------------------|----------------------------------|----------------------------|
| Invested in other reserve funds: | | | | |
| Southern Ry. insurance fund... | \$ 915,941 37 | \$ 299,916 21 | \$ 226,503 17 | \$ 989,354 41 |
| Not specifically invested: | | | | |
| For amount set aside out of the current year's income for divid- end of 2½ per cent. on pre- ferred stock payable October, 1912-1913..... | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 | 1,500,000 00 |

ADVANCES TO PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES.

Advances for Construction, Equipment and Betterments.

| NAME OF COMPANY | Amount |
|--|---------------|
| Asheville Southern Railway Company..... | \$ 930 34 |
| Atlanta Terminal Company..... | 17,286 63 |
| Cumberland Railroad Company..... | 108,615 18 |
| Chattanooga Station Company..... | 1,204 41 |
| Carolina and Tennessee Southern Railway Company..... | 58,353 14 |
| Columbia Union Station Company..... | 178 43 |
| Delta Southern Railway..... | 7,790 62 |
| Goldboro Union Station Company..... | 2,523 03 |
| Lawrenceville Branch Railroad Company..... | 741 66 |
| Middlesboro Mineral Railway Company..... | 698 11 |
| St. Johns River Terminal Company..... | 30,901 27 |
| Tennessee and Carolina Southern Railway Company..... | 179,012 04 |
| Total..... | \$ 408,234 86 |

ADVANCES TO PROPRIETARY, AFFILIATED AND CONTROLLED COMPANIES—CONTINUED.

Temporary Advances for Various Purposes.

| NAME OF COMPANY | AMOUNT |
|--|-----------------|
| Augusta and Summerville Railroad Company..... | \$ 15,066 34 |
| Augusta Southern Railroad Company..... | 112,187 36 |
| Charleston Union Station Company..... | 3,894 14 |
| Danville and Western Railway Company..... | 1 00 |
| East St. Louis Relay Passenger Association..... | 2,500 00 |
| Georgia Industrial Realty Company..... | 786,181 56 |
| High Point, Randleman, Asheboro and Southern Railroad Company..... | 3 00 |
| Jacksonville Terminal Company..... | 13,374 59 |
| Lawrenceville Branch Railroad Company..... | 34,961 64 |
| Memphis Railroad Terminal Company..... | 47,996 10 |
| Nashville Terminal Realty Company..... | 381,853 84 |
| Northern Alabama Railway Company..... | 208,911 24 |
| Southern Railway Company in Mississippi..... | 115,300 06 |
| Savannah Union Station Company..... | 864 11 |
| Yadkin Railroad Company..... | 6 00 |
| Total..... | \$ 1,708,120 78 |

SPECIAL DEPOSITS.

| DESIGNATION OF DEPOSIT AND DESCRIPTION OF SECURITY OR PROPERTY | SECURITIES | | Cash | Total |
|--|----------------|-----------------------|-------------|-----------------|
| | Par Value | Cost or Book Value | | |
| United States Government 4 per cent. bonds..... | \$ 153,000 00 | \$ 180,165 66 | ----- | \$ *180,165 66 |
| Deposited under N. C. R. R. lease, Tenn. Cent. R. R., prior lien 4 per cent. bonds | 2,500,000 00 | 2,536,350 20 | ----- | 12,536,350 20 |
| Deposited collateral J. P. Morgan & Co., Charleston Union Station Company stock..... | 100 00 | 100 00 | ----- | 1100 00 |
| Deposited with Equitable Trust Com- pany, Central Trust Company..... | ----- | ----- | \$ 771 75 | 771 75 |
| Sale of mortgage property, Retreat for the Sick..... | ----- | ----- | 776 72 | 776 72 |
| Deposited with the Retreat for the Sick, Richmond, Va. | ----- | ----- | ----- | ----- |
| Total..... | \$2,653,100 00 | \$2,716,615 86 | \$ 1,548 47 | \$ 2,718,164 33 |

Explanatory Remarks.

| | |
|--|---------------|
| *Income from United States Government 4 per cent. bonds..... | \$ 6,120 00 |
| †Income from Tennessee Central Railroad Company 4 per cent. bonds..... | 100,000 00 |
| ‡Income from Charleston Union Station Company stock..... | 4 00 |
| | \$ 106,124 00 |

Other advances:

Includes temporary advances, represented by notes maturing within a time exceeding one year, on which interest has accrued and, in accordance with the classification, been included in income from funded securities.

Interest on:

| | |
|---|--------------|
| Northern Alabama Railway Company notes..... | \$ 2,693 61 |
| Tennessee Central Railroad Company notes..... | 10,375 58 |
| John T. Cochrane notes..... | 1,440 00 |
| Georgia Southern and Florida Railway Company notes..... | 3,749 94 |
| Gloucester Lumber Company notes..... | 891 89 |
| - Camp Manufacturing Company notes..... | 266 79 |
| Total..... | \$ 19,417 73 |

Which is shown on page 672 in order to balance out income from funded securities.

SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary or Outside Operations.

| DESIGNATION | Revenues | Expenses | Net Revenue |
|-------------------------------------|----------------|----------------|---------------|
| Harbor terminal transfers..... | \$ 685,957 25 | \$ 574,335 52 | \$ 111,621 73 |
| Dining and special car service..... | 461,273 99 | 492,359 85 | Dr. 31,085 86 |
| Total..... | \$1,147,231 24 | \$1,066,695 37 | \$ 80,535 87 |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Revenues | Expenses Depreciation | Net Income |
|--------------------------------|--------------|--------------------------|--------------|
| Rails and fixtures leased..... | \$ 37,311 46 | \$ 9,915 27 | \$ 27,396 19 |

RENTS RECEIVABLE.

Joint Facility Rent Income.

| LOCATION OF PROPERTY | NAME OF LESSEE | Amount |
|---|---|-------------|
| <i>Tracks:</i> | | |
| Gadsden to Attalla, Ala..... | Alabama Great Southern Railroad..... | \$ 2,356 81 |
| Woodlawn Jct. to Bessemer, Ala..... | Alabama Great Southern Railroad..... | 9,730 34 |
| York to Meridian, Miss..... | Alabama Great Southern Railroad—Cr..... | 90 37 |
| Savannah to Jacksonville, Fla..... | Atlantic Coast Line Railroad—Cr..... | 2 50 |
| Columbia, S. C..... | Atlantic Coast Line Railroad..... | 353 58 |
| Wilmington, N. C..... | Atlantic Coast Line Railroad..... | 6 00 |
| Augusta, Ga..... | Augusta and Summerville Railroad..... | 142 98 |
| Augusta, Ga..... | Augusta Southern Railroad—Cr..... | 24 35 |
| North Birmingham, Ala..... | Birmingham Belt Railroad..... | 200 72 |
| Weemes to Woodlawn, Ala..... | Central of Georgia Railway..... | 437 72 |
| Bleachery to Greenville, S. C..... | Charleston and Western Carolina Railway..... | 207 23 |
| Alexandria to Orange, Va..... | Chesapeake and Ohio Railway..... | 87,211 06 |
| Richmond, Va..... | Chesapeake and Ohio Railway..... | 469 44 |
| Venice, Ill..... | Chicago and Alton Railroad..... | 2,034 17 |
| East St. Louis, Ill..... | Cleveland, Cincinnati, Chicago and St. Louis Railway..... | 865 32 |
| Danville to Stokesland, Va..... | Danville and Western Railway..... | 1,580 00 |
| Huntingburg, Ind..... | Ferdinand Railway Company, The..... | 1,500 00 |
| Greenville, S. C..... | Greenville and Knoxville Railway..... | 10 00 |
| Athens, Ga..... | Georgia Railroad..... | 500 50 |
| Hawkinsville, Ga..... | Gulf Railway..... | 368 00 |
| Belleville, Ill..... | Illinois Central Railroad..... | 12 44 |
| Birmingham, Ala..... | Illinois Central Railroad..... | 144 59 |
| Vestal to Knoxville, Tenn..... | Knoxville, Sevierville and East Railway..... | 1,411 80 |
| Aden, Ala..... | Louisville and Nashville Railroad..... | 448 14 |
| Decatur to Decatur Jct., Ala..... | Louisville and Nashville Railroad..... | 13,291 90 |
| Florence, Ala., to Railroad connection..... | Louisville and Nashville Railroad..... | 6,565 71 |
| Gurnee Jct. to Blocton, Ala..... | Louisville and Nashville Railroad..... | 24,365 35 |
| Coster, Tenn..... | Louisville and Nashville Railroad..... | 81 66 |
| Clear Fork to Jellico, Tenn..... | Louisville and Nashville Railroad..... | 14,384 25 |
| Mobile, Ala..... | Louisville and Nashville Railroad..... | 1,596 40 |
| Seima, Ala..... | Louisville and Nashville Railroad—Cr..... | 25 00 |
| Macon, Ga..... | Louisville and Nashville Railroad..... | 150 00 |
| Parrish to North Birmingham, Ala..... | Macon, Dublin and Savannah Railroad..... | 9,404 26 |
| Goldboro, N. C..... | Mobile and Ohio Railroad..... | 387 48 |
| Camden to Northwestern Jct., S. C..... | Norfolk-Southern Railroad..... | 916 83 |
| Stevenson to Chattanooga, Tenn..... | Northwestern Railroad of South Carolina..... | |
| | Nashville, Chattanooga and St. Louis Railway—Cr..... | 362 04 |
| Raleigh to Caraleigh, N. C..... | Raleigh, Charlotte and Southern Railway..... | 999 96 |
| Birmingham, Ala..... | St. Louis and San Francisco Railroad..... | 938 06 |
| Cordova, Ala..... | St. Louis and San Francisco Railroad..... | 93 08 |
| Manchester, Va..... | Seaboard Air Line Railway..... | 130 00 |
| Memphis, Tenn..... | Union Railway..... | 182 28 |
| Mt. Vernon, Ill..... | Wabash, Chester and Western Railway..... | 97 50 |

RENTS RECEIVABLE—CONTINUED.

Joint Facility Rent Income—Continued.

| LOCATION OF PROPERTY | NAME OF LESSEE | Amount |
|-----------------------------|---|---------------|
| <i>Yards and Terminals:</i> | | |
| Pregnalls, S. C. | Atlantic Coast Line Railroad | \$ 80 68 |
| Woodlawn, Ala. | Alabama Great Southern Railroad | 62 56 |
| Ward, S. C. | Augusta Northern Railroad | 362 79 |
| Augusta, Ga. | Augusta Southern Railroad | 249 96 |
| Harrisonburg, Va. | Baltimore and Ohio Railroad | 44 51 |
| Seneca, S. C. | Blue Ridge Railway | 240 00 |
| Hickory and Newton, N. C. | Carolina and Northwestern Railway | 677 10 |
| Gastonia, N. C. | Carolina and Northwestern Railway | 196 21 |
| Chester, S. C. | Carolina and Northwestern Railway | 222 00 |
| Conover, N. C. | Carolina and Northwestern Railway | 35 04 |
| Spartanburg, S. C. | Carolina, Clinchfield and Ohio Railway | 456 00 |
| Greenwood, S. C. | Charleston and Western Carolina Railway | 244 09 |
| Spartanburg, S. C. | Charleston and Western Carolina Railway | 456 00 |
| Charlottesville, Va. | Chesapeake and Ohio Railway | 57 51 |
| Newberry, S. C. | Columbia, Newberry and Laurens Railroad | 213 70 |
| Donalds, S. C. | Due West Railway | 75 00 |
| Knoxville, Tenn. | Knoxville, Sevierville and East Railway | 321 75 |
| Clairfield, Tenn. | Louisville and Nashville Railroad | 3 04 |
| Decatur, Ala. | Louisville and Nashville Railroad | 346 36 |
| Culloden, Ga. | Macon and Birmingham Railway | 71 67 |
| Woodbury, Ga. | Macon and Birmingham Railway | 68 76 |
| Yatesville, Ga. | Macon and Birmingham Railway | 18 70 |
| Macon, Ga. | Macon, Dublin and Savannah Railroad | 1,800 00 |
| Stevenson, Ala. | Memphis-Chattanooga Railway | 1 25 |
| Birmingham, Ala. | Mobile and Ohio Railroad | 2,100 00 |
| Mobile, Ala. | Mobile and Ohio Railroad | 4,590 63 |
| Mobile, Ala. | New Orleans, Mobile and Chicago Railroad | 780 00 |
| Bristol, Tenn. | Norfolk and Western Railway | 60 00 |
| Winston-Salem, N. C. | Norfolk and Western Railway | 455 25 |
| Raleigh, N. C. | Norfolk-Southern Railroad | 834 50 |
| Washington, D. C. | Philadelphia, Baltimore and Washington Railroad | 538 59 |
| Asheboro, N. C. | Raleigh, Charlotte and Southern Railway | 162 48 |
| Raleigh, N. C. | Raleigh, Charlotte and Southern Railway | 130 20 |
| Denmark, S. C. | Seaboard Air Line Railway | 69 05 |
| Raleigh, N. C. | Seaboard Air Line Railway | 209 10 |
| Harriman, Tenn. | Tennessee Central Railway | 1,967 78 |
| Harrisonburg, Va. | Valley Railroad | 660 76 |
| Alexandria, Va. | Washington and Old Dominion Railway | 3,594 32 |
| Selma, Ala. | Western Railway of Alabama | 745 90 |
| Winston-Salem, N. C. | Winston-Salem Southbound Railway | 818 93 |
| Empire, Ga. | Wrightsville and Tennille Railroad | 45 48 |
| Hawkinsville, Ga. | Wrightsville and Tennille Railroad | 3,600 00 |
| Total | | \$ 210,696 06 |

Income From Lease of Road.

| ROAD LEASED | LOCATION | NAME OF LESSEE | Amount |
|---------------------|---------------------------------|---------------------------------|--------------|
| Anderson Branch | Belton to Anderson, S. C. | Blue Ridge Railway Co. | \$ 4,000 00 |
| Gordonsville Branch | Gordonsville to Orange, Va. | Chesapeake & Ohio Ry. Co. | 6,000 00 |
| Rogersville Branch | Bulls Gap to Rogersville, Tenn. | Virginia & Southwestern Ry. Co. | 10,000 00 |
| Bluemont Branch | Alexandria to Bluemont, Va. | Washington and Old Dominion Ry. | 45,000 00 |
| Total | | | \$ 65,000 00 |

RENTS RECEIVABLE—CONTINUED.

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Amount |
|--------------------------------------|---|---------------|
| Compress, Atlanta, Ga. | Atlantic Compress Company | \$ 2,005 00 |
| Compress, Toocoa, Ga. | Atlantic Compress Company | 2,258 87 |
| Compress, Anniston, Ala. | Atlantic Compress Company | 3,500 00 |
| Warehouse, Huntsville, Ala. | Alabama Cotton Oil Company | 500 00 |
| Property | Charlotte Imp. and Cotton Gin Co. | 810 00 |
| Coal yard, Atlanta, Ga. | Campbell Coal Company, R. O. | 570 00 |
| Property, Atlanta, Ga. | Conklin Tin Plate Metal Company | 600 00 |
| Property, Atlanta, Ga. | Carolina Portland Cement Company | 1,200 00 |
| Property, Memphis, Tenn. | Caradine Draper Coal Company | 1,500 00 |
| Property, Durham, N. C. | Durham Union Station Company | 2,300 00 |
| Warehouse, Columbia, S. C. | DuPre, E. M. | 537 60 |
| Warehouse, Knoxville, Tenn. | Davis Susong Company | 900 00 |
| Property, Washington, D. C. | Friebus, Theo. | 682 75 |
| Platform, Atlanta, Ga. | Florence, Edw. L. | 600 00 |
| Compress, Atlanta, Ga. | Gregg, Jos. & Son | 1,333 32 |
| Coal yard, Knoxville, Tenn. | Hackney, Broyles & Lackey Company | 500 64 |
| Coal yard, Memphis, Tenn. | Hunt & Bro. | 750 00 |
| Property, Suwanee, Ga. | Lawrenceville Branch Railroad Company | 1,490 43 |
| Coal yard, Knoxville, Tenn. | LaFollette Coal, Iron and Railway Co. | 1,022 88 |
| Property, Birmingham, Ala. | Lehman, Chas. T. | 1,200 00 |
| Property, Charlotte, N. C. | Merchants Cold Storage and Commission Company | 640 80 |
| Property, Charlotte, N. C. | Moody, Chas. P. Co. | 900 00 |
| Warehouse, Charleston, S. C. | Maloney & Carter | 2,400 00 |
| Property, Mobile, Ala. | Mobile and Ohio Railroad Company | 667 80 |
| Property, Durham, N. C. | Norfolk and Western Railway | 600 00 |
| Property, Washington, D. C. | Philadelphia, Baltimore and Washington Railroad | 8,847 24 |
| Coal yard, Atlanta, Ga. | Proctor Coal Company | 600 00 |
| Property, Durham, N. C. | Seaboard Air Line Railway | 600 00 |
| Warehouse, Atlanta, Ga. | Singer, H. L. | 1,605 48 |
| Property, Columbia, S. C. | Shand Builders Supply Company | 637 50 |
| Property, Birmingham, Ala. | Sturkey Johnson Hat Company | 1,800 00 |
| Coal yard, Atlanta, Ga. | Truitt, S. M. & Son | 1,220 00 |
| Property, West Norfolk, Va. | Virginia Smelting Works | 1,035 00 |
| Warehouse, Atlanta, Ga. | Whitcomb, H. H. | 1,963 08 |
| Dyke yard, East St. Louis, Ill. | Wiggins Ferry Company | 1,500 00 |
| Miscellaneous | | 58,786 64 |
| Total | | \$ 108,095 03 |

MISCELLANEOUS INCOME.

| SOURCE OF INCOME | Amount |
|---|--------------|
| Southern Railway Company in Mississippi | \$ 11,934 80 |
| Miscellaneous items | 4,984 55 |
| Total | \$ 16,919 35 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| LOCATION OF PROPERTY | NAME OF LESSOR | Amount |
|--|---|--------------|
| <i>Tracks:</i> | | |
| York, Ala., to Meridian, Miss. | Alabama Great Southern Railroad | \$ 11,638 57 |
| Woodlawn Jct. to Birmingham, Ala. | Alabama Great Southern Railroad | 1,060 00 |
| Chattanooga, Tenn. | Alabama Great Southern Railroad | 167 88 |
| Citico to N. C. and St. Louis Jct., Tenn. | Alabama Great Southern R. R.—Cr. | 158 54 |
| Mobile Jct., Ala. | Alabama Great Southern R. R. | 28 50 |
| Central Jct., Ga., to Jacksonville, Fla. | Atlantic Coast Line Railroad | 101,630 57 |
| Hardeeville, S. C., to Central Jct., Ga. | Atlantic Coast Line Railroad | 14,581 40 |
| Selma, N. C., to Pinners Point, Va. | Atlantic Coast Line Railroad | 84,067 11 |
| Charleston, S. C. | Atlantic Coast Line Railroad | 2,231 55 |
| Columbia, S. C. | Atlantic Coast Line Railroad | 26 38 |
| Hardeeville, S. C. | Atlantic Coast Line Railroad | 13 58 |
| Purysburg, S. C. | Atlantic Coast Line Railroad | 1 92 |
| Baines Creek, Va. | Atlantic Coast Line Railroad | 70 38 |
| Jesup, Ga. | Atlantic Coast Line Railroad | 94 54 |
| Altamaha River, Ga. | Atlantic Coast Line Railroad | 207 63 |
| Folkston, Ga. | Atlantic Coast Line Railroad | 2 67 |
| Atlanta, Ga. | Atlanta and West Point Railroad | 123 34 |
| Talladega, Ala. | Atlanta, Birmingham and Atlantic R. R. | 174 38 |
| New Albany, Ind. | Baltimore and Ohio Railroad | 650 00 |
| Chattanooga, Tenn. | Belt Railway Company of Chattanooga, Tenn. | 720 48 |
| Central Jct. to Savannah, Ga. | Central of Georgia Railway | 654 96 |
| Atlanta, Ga. | Central of Georgia Railway | 63 00 |
| Venice, Ill. | Chicago and Alton Railroad | 215 61 |
| Princeton, Ind. | Chicago and Eastern Illinois Railroad | 9 32 |
| Louisville, Ky. | Central Transfer Railway and Storage Co. | 86 33 |
| Richmond, Va. | Chesapeake and Ohio Railway | 124 45 |
| Citico to North Carolina and St. Louis Jct., Tenn. | Cincinnati, New Orleans and Texas Pacific Railway | 6,832 79 |
| Atlanta, Ga. | Georgia Railroad | 7,197 34 |
| Bennetta Fork Branch | Louisville and Nashville Railroad | 5,065 60 |
| Cumberland Gap Tunnel | Louisville and Nashville Railroad | 8,629 83 |
| New Decatur, Ala. | Louisville and Nashville Railroad | 76 42 |
| Jellico to Hyde, Tenn. | Louisville and Nashville Railroad | 11,963 69 |
| Stony Fork Jct. to Ownes Switch, Ky. | Louisville and Nashville Railroad | 1,062 19 |
| Middlesboro, Ky., to K. C. G. & L. Jct. | Louisville and Nashville Railroad | 835 17 |
| Selma, Ala. | Louisville and Nashville Railroad | 143 94 |
| Dalton, Ga. | Nashville, Chattanooga and St. Louis Railway | 3,220 00 |
| Stevenson, Ala. to Chattanooga, Tenn. | Nashville, Chattanooga and St. Louis Railway | 47,116 04 |
| Sheffield, Ala., to M. & C. Jct. | Northern Alabama Railway | 1,624 28 |
| Washington, D. C., to S. E. Potomac Bridge, Va. | Philadelphia, Baltimore and Washington Railroad | 25,122 50 |
| St. Louis, Mo. | Terminal Railroad of St. Louis | 24,878 87 |
| Blocton, Ala. | Woodstock and Blocton Railway Co. | 118 43 |
| S. E. Potomac Bridge to Seminary, Va. | Washington Southern Railway | 12,570 19 |
| <i>Yards and Terminals:</i> | | |
| Potomac Yards, Va. | Washington Southern Railway | 20,921 89 |
| Akron, Ala. | Alabama Great Southern Railroad | 99 80 |
| Attalla, Ala. | Alabama Great Southern Railroad | 974 87 |
| York, Ala. | Alabama Great Southern Railroad | 165 00 |
| Brunswick, Ga. | Atlantic Coast Line Railroad | 577 58 |
| Jesup, Ga. | Atlantic Coast Line Railroad | 1,716 09 |
| Sanford, N. C. | Atlantic Coast Line Railroad | 254 03 |
| Selma, N. C. | Atlantic Coast Line Railroad | 102 72 |
| Port Norfolk, Va. | Atlantic Coast Line Railroad | 90 84 |
| Atlanta, Ga. | Atlanta Terminal Company | 26,659 39 |
| Augusta, Ga. | Augusta and Summerville Railroad | 20 55 |
| Augusta, Ga. | Augusta Union Station Company | 1,416 78 |
| Harrisonburg, Va. | Baltimore and Ohio Railroad | 905 34 |
| Birmingham, Ala. | Birmingham Terminal Company | 28,339 17 |
| Chattanooga, Tenn. | Chattanooga Station Company | 26,286 08 |
| Atlanta, Ga. | Central of Georgia Railway | 3,161 24 |
| Columbus, Ga. | Central of Georgia Railway | 614 20 |
| Fort Valley, Ga. | Central of Georgia Railway | 389 60 |
| Griffin, Ga. | Central of Georgia Railway | 387 25 |
| Savannah, Ga. | Central of Georgia Railway | 16,866 40 |
| Columbia, S. C. | Columbia Union Station Company | 5,418 96 |
| Princeton, Ind. | Chicago and Eastern Illinois R. R. | 2,071 80 |
| Evansville, Ind. | Chicago and Eastern Illinois Railroad | 3,313 63 |

RENTS PAYABLE—CONTINUED.

Joint Facility Rent Deductions—Continued.

| LOCATION OF PROPERTY | NAME OF LESSOR | Amount |
|---------------------------------------|--|---------------|
| Oakland, Ind. | Chicago and Eastern Illinois R. R. | \$ 360 00 |
| Charleston, S. C. | Charleston Union Station Company | 4,610 44 |
| Allendale, S. C. | Charleston and Western Carolina Ry. | 249 57 |
| Greenville, S. C. | Charleston and Western Carolina Railway | 23 04 |
| Centralia, Ill. | Chicago, Burlington and Quincy R. R. | 4,536 96 |
| Danville, Ky. | Cincinnati, New Orleans and Texas Pacific Ry. | 5,733 22 |
| Georgetown, Ky. | Cincinnati, New Orleans and Texas Pacific Railway | 390 00 |
| Harriman Jct., Tenn. | Cincinnati, New Orleans and Texas Pacific Railway | 81 36 |
| Lexington, Ky. | Cincinnati, New Orleans and Texas Pacific Railway | 718 53 |
| French Lick and West Baden, Ind. | Chicago, Indianapolis & Louisville Railroad | 3,455 74 |
| Durham, N. C. | Durham Union Station Company | 3,156 40 |
| East St. Louis, Ill. | East St. Louis Relay Passenger Station Association | 299 38 |
| Goldsboro, N. C. | Goldsboro Union Station Company | 1,147 65 |
| Macon, Ga. | Georgia Southern and Florida Railway | 8,358 66 |
| Mobile, Ala. | Gulf Terminal Company | 6,469 03 |
| Louisville, Ky. | Illinois Central Railroad | 21,387 83 |
| Browns, Ill. | Illinois Central Railroad | 191 75 |
| Jacksonville, Fla. | Jacksonville Terminal Company | 6,638 84 |
| Louisville, Ky. | Kentucky and Indiana Terminal Co. | 150,006 60 |
| Cumberland Gap, Tenn. | Louisville and Nashville Railroad | 120 00 |
| Anniston, Ala. | Louisville and Nashville Railroad—Cr. | 4,173 98 |
| Calera, Ala. | Louisville and Nashville Railroad | 18 00 |
| Meridian, Miss. | Meridian Terminal Company | 823 25 |
| Meridian, Miss. | Mobile and Ohio Railroad | 1,017 60 |
| Memphis, Tenn. | Memphis Union Station Company | 41,999 63 |
| Sheffield, Ala. | Northern Alabama Railway | 803 28 |
| Lynchburg, Va. | Norfolk and Western Railway | 1,718 35 |
| Bristol, Tenn. | Norfolk and Western Railway | 2,387 51 |
| Washington, D. C., freight depot | Philadelphia, Baltimore and Washington Railroad | 12,327 89 |
| Eckington, D. C. | Philadelphia, Baltimore and Washington Railroad | 26,063 05 |
| Washington, D. C., 7th street station | Philadelphia, Baltimore and Washington Railroad | 639 72 |
| Savannah, Ga. | Savannah Union Station Company | 5,874 98 |
| Jacksonville, Fla. | St. Johns River Terminal Company | 12,060 83 |
| Augusta, Ga. | Safe Deposit and Transfer Company of Baltimore | 2,405 70 |
| Meridian, Miss. | Standard Trust Company of New York | 1,025 25 |
| Durham, N. C. | Standard Trust Company of New York | 2,140 27 |
| Atlanta, Ga. | Standard Trust Company of New York | 35,625 00 |
| Atlanta, Ga. | Seaboard Air Line Railway | 143 15 |
| East St. Louis, Ill. | St. Louis Merchants Bdg. Tenn. R. R. | 30 00 |
| St. Louis, Mo. | Terminal Railroad of St. Louis | 2,932 40 |
| Alexandria, Va. | Washington Southern Railway | 2,104 40 |
| Washington, D. C. | Washington Terminal Company | 86,122 00 |
| Total | | \$ 960,219 82 |

RENTS PAYABLE—CONTINUED.

Deductions for Lease of Other Roads.

| ROAD LEASED | Guaranteed Interest on Bonds | Guaranteed Dividends on Stock | Cash | Total |
|------------------------------------|------------------------------------|-------------------------------------|---------------|-----------------|
| Atlanta & Charlotte Air Line Ry. | \$ 247,500 00 | \$ 119,000 00 | \$ 2,500 00 | \$ 369,000 00 |
| Atlantic & Danville Railway | ----- | ----- | 218,000 00 | 218,000 00 |
| Franklin & Pittsylvania R. R. | ----- | ----- | 7,000 00 | 7,000 00 |
| Georgia Midland Railway | 49,500 00 | ----- | ----- | 49,500 00 |
| Lockhart Railroad | ----- | ----- | 1 00 | 1 00 |
| Mobile & Birmingham Railroad | 78,000 00 | 35,904 00 | ----- | 113,904 00 |
| North Carolina Railroad | ----- | ----- | 286,000 00 | 286,000 00 |
| Richmond & Mecklenburg R. R. | 12,600 00 | ----- | ----- | 12,600 00 |
| Southern Railway—Carolina Division | 529,200 00 | ----- | 197,086 26 | 726,286 26 |
| Washington-Southern Railway | ----- | ----- | 1,036 32 | 1,036 32 |
| Southern Ry. Co. in Mississippi | ----- | ----- | 48,213 72 | 48,213 72 |
| North Carolina Midland R. R. | ----- | ----- | 81,041 15 | 81,041 15 |
| Roswell Railroad | ----- | ----- | Cr. 3,162 27 | Cr. 3,162 27 |
| Total | \$ 916,800 00 | \$ 154,904 00 | \$ 837,716 18 | \$ 1,909,420 18 |

Miscellaneous Rent Deductions.

| DESCRIPTION OF PROPERTY | LOCATION | NAME OF LESSOR | Amount |
|----------------------------|-----------------------------|------------------------------|--------------|
| Land | Atlanta, Ga. | Atlanta Gas Light Co. | \$ 1,200 00 |
| Land | Pinners Point, Va. | Atlantic Coast Line Ry. Co. | 12,000 00 |
| Right of way | Macon, Ga. | City of Macon | 2,000 00 |
| Side tracks | Clifton and Converse, S. C. | ----- | ----- |
| Annuity | Augusta, Ga. | Clifton Manufacturing Co. | 6,000 00 |
| Terminal facilities | Columbus and Griffin, Ga. | City Council of Augusta | 2,777 77 |
| Land | Louisville, Ky. | Georgia Midland Terminal Co. | 2,492 96 |
| Property | Augusta, Ga. | Illinois Central R. R. Co. | 1,082 00 |
| Land | Pacolet, S. C. | North Augusta Land Co. | 812 34 |
| Land | Lynchburg, Va. | Pacolet Manufacturing Co. | 900 00 |
| Land | East St. Louis, Ill. | Peters, Wm. E. & M. S. | 1,900 75 |
| Miscellaneous | ----- | Wiggins Ferry Company | 1,833 26 |
| Total | ----- | ----- | 2,934 66 |
| Total | ----- | ----- | \$ 35,920 74 |

SEPARATELY OPERATED PROPERTIES.

| NAME OF PROPERTY | LOCATION | Surplus | Deficit |
|---|------------------|-------------|---------------|
| Athens Belt Line | Athens, Ga. | \$ 1,357 85 | ----- |
| Central Transfer, Railway and Storage Co. | Louisville, Ky. | ----- | \$ 213 86 |
| Nashville Terminal Realty Co. | Nashville, Tenn. | 985 49 | ----- |
| Hermitage Elevator | Nashville, Tenn. | ----- | 5,290 83 |
| New Orleans Terminal Co. | New Orleans, La. | ----- | 164,471 75 |
| Total | ----- | \$ 2,343 34 | \$ 169,976 44 |

HIRE OF EQUIPMENT.

Equipment Leased.

| KIND OF EQUIPMENT | NAME OF LESSEE | Number of Units | Amount |
|----------------------------------|--------------------------------------|-----------------|--------------|
| <i>Rents Accrued Receivable:</i> | | | |
| Locomotives..... | Cranberry Furnace Co..... | 1 | \$ 1,825 00 |
| Locomotives..... | Cumberland Railroad Co..... | 2 | 5,350 00 |
| Locomotives..... | Lawrenceville Branch R. R. Co..... | 1 | 150 01 |
| Locomotives..... | Southern Ry. Co. in Mississippi..... | 32 | 3,439 92 |
| Passenger-train cars..... | Cumberland R. R. Co..... | 2 | 2,730 00 |
| Passenger-train cars..... | Lawrenceville Branch R. R. Co..... | 2 | 171 44 |
| Passenger-train cars..... | Southern Ry. Co. in Mississippi..... | 15 | 1,407 43 |
| Passenger-train cars..... | Ware Shoals R. R. Co..... | 1 | 120 00 |
| Freight-train cars..... | Lawrenceville Branch R. R. Co..... | 1 | 8 75 |
| Work equipment..... | Southern Ry. Co. in Mississippi..... | 11 | 132 22 |
| Total..... | | 68 | \$ 15,334 77 |

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|---------------------------------|------------------------------------|---------|--------------------------------------|---------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCURED ON EQUIPMENT BORROWED:* | | | | | |
| Passenger locomotives..... | 8,515 | Var.... | 5,832,304 | Var.... | \$ 71,556 30 |
| Freight locomotives..... | | | | | |
| Work locomotives..... | 1,587 $\frac{3}{4}$ | Var.... | | | 149,955 12 |
| Passenger-train cars..... | 8,828,906 | Var.... | | | 3,794,640 31 |
| Freight-train cars..... | 28,725 $\frac{1}{2}$ | Var.... | | | 19,243 55 |
| Work cars..... | | | | | |
| Total..... | 8,867,734 $\frac{1}{2}$ | | | | \$4,035,395 28 |
| ACCURED ON EQUIPMENT LOANED:* | | | | | |
| Passenger locomotives..... | 14,615 | Var.... | 6,180,373 | Var.... | \$ 128,841 43 |
| Freight locomotives..... | | | | | |
| Work locomotives..... | 4,172 | Var.... | | | 173,742 79 |
| Passenger-train cars..... | 9,130,157 | Var.... | | | 3,903,104 69 |
| Freight-train cars..... | 90,935 $\frac{3}{4}$ | Var.... | | | 42,461 30 |
| Work cars..... | | | | | |
| Total..... | 9,239,879 $\frac{3}{4}$ | | | | \$4,248,150 21 |

Explanatory Remarks.

| | DAYS | MILES | RATE | AMOUNT |
|---------------------------------------|---------------------|-----------|------------------|---------------|
| ACCURED ON EQUIPMENT BORROWED: | | | | |
| Locomotives..... | 2,034 | | \$ 4 45 | \$ 9,051 30 |
| Locomotives..... | 533 | | 5 00 | 2,665 00 |
| Locomotives..... | 5,897 | | 10 00 | 58,970 00 |
| Locomotives..... | 30 | | 15 00 | 450 00 |
| Locomotives..... | 21 | | 20 00 | 420 00 |
| Total..... | 8,515 | | | \$ 71,556 30 |
| Passenger-train cars..... | 852 $\frac{3}{4}$ | | 3 00 | \$ 257 00 |
| Passenger-train cars..... | 1,502 | | 5 00 | 7,510 00 |
| Passenger-train cars..... | | 572,650 | 01 | 5,726 50 |
| Passenger-train cars..... | | 1,421,867 | 01 $\frac{1}{2}$ | 21,328 01 |
| Passenger-train cars..... | | 3,837,787 | 03 | 115,133 61 |
| Total..... | 1,587 $\frac{3}{4}$ | 5,832,304 | | \$ 149,955 12 |

HIRE OF EQUIPMENT—CONTINUED.

Equipment Interchanged—Explanatory Remarks—Continued.

| | DAYS | MILES | RATE | AMOUNT |
|---------------------------------------|-----------|-----------|---------|-----------------|
| ACCRUED ON EQUIPMENT BORROWED— | | | | |
| Continued: | | | | |
| Freight-train cars..... | 3,732 | | \$ 25 | \$ 933 00 |
| Freight-train cars..... | 737,437 | | 30 | 221,231 10 |
| Freight-train cars..... | 3,770,477 | | 35 | 1,319,666 95 |
| Freight-train cars..... | 4,314,356 | | 45 | 1,941,480 20 |
| Freight-train cars..... | 2,904 | | 50 | 1,452 00 |
| Per diem switching..... | | | | 309,897 06 |
| Total..... | 8,828,906 | | | \$ 3,794,640 31 |
| Work cars..... | 15,922½ | | \$ 27 | \$ 4,299 05 |
| Work cars..... | 8,450 | | 50 | 4,225 00 |
| Work cars..... | 3,587 | | 1 00 | 3,587 00 |
| Work cars..... | 211 | | 7 50 | 1,582 50 |
| Work cars..... | 555 | | 10 00 | 5,550 00 |
| Total..... | 28,725½ | | | \$ 19,243 55 |
| ACCRUED ON EQUIPMENT LOANED: | | | | |
| Locomotives..... | 635 | | \$ 2 50 | \$ 1,587 50 |
| Locomotives..... | 1,930 | | 4 45 | 8,588 93 |
| Locomotives..... | 354 | | 5 00 | 1,770 00 |
| Locomotives..... | 330 | | 8 00 | 2,640 00 |
| Locomotives..... | 9,510 | | 10 00 | 95,100 00 |
| Locomotives..... | 1,178 | | 15 00 | 17,670 00 |
| Locomotives..... | 48 | | 20 00 | 960 00 |
| Locomotives..... | 630 | | 25 00 | 525 00 |
| Total..... | 14,615 | | | \$ 128,841 43 |
| Passenger-train cars..... | 475 | | \$ 2 00 | \$ 950 00 |
| Passenger-train cars..... | 2,649 | | 5 00 | 13,245 00 |
| Passenger-train cars..... | 801 | | 350 00 | 9,216 90 |
| Passenger-train cars..... | 247 | | 400 00 | 3,248 21 |
| Passenger-train cars..... | | 2,562,030 | 01½ | 28,430 45 |
| Passenger-train cars..... | | 3,614,945 | 03 | 108,448 35 |
| Passenger-train cars..... | | 3,308 | 06 | 203 88 |
| Total..... | 4,172 | 6,180,373 | | \$ 173,742 79 |
| Freight-train cars..... | 307 | | \$ 20 | \$ 6,140 00 |
| Freight-train cars..... | 9,804 | | 25 | 2,451 00 |
| Freight-train cars..... | 841,146 | | 30 | 252,343 80 |
| Freight-train cars..... | 4,099,099 | | 35 | 1,431,184 65 |
| Freight-train cars..... | 4,177,360 | | 45 | 1,879,812 00 |
| Freight-train cars..... | 10,490 | | 50 | 5,245 00 |
| Freight-train cars..... | 2,061 | | 1 00 | 2,061 00 |
| Per diem switching..... | | | | 329,975 84 |
| Total..... | 9,130,167 | | | \$ 3,903,104 89 |
| Work cars..... | 15,669½ | | \$ 27 | \$ 4,230 70 |
| Work cars..... | 12,355 | | 30 | 3,706 50 |
| Work cars..... | 35,951 | | 35 | 12,582 85 |
| Work cars..... | 21,285 | | 45 | 9,578 25 |
| Work cars..... | 4,370 | | 50 | 2,185 00 |
| Work cars..... | 453 | | 1 00 | 453 00 |
| Work cars..... | 59 | | 5 00 | 295 00 |
| Work cars..... | 181 | | 7 50 | 1,357 50 |
| Work cars..... | 497 | | 10 00 | 4,970 00 |
| Work cars..... | 18 | | 15 00 | 270 00 |
| Work cars..... | 17 | | 20 00 | 340 00 |
| Work cars..... | 100½ | | 25 00 | 2,512 50 |
| Total..... | 90,935½ | | | \$ 42,461 30 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars.

| CARS USED | | Number Car Miles | COMPENSATION | |
|---|--------------|---------------------|--------------|------------|
| Name of Owner | Description | | Rate | Amount |
| Abernathy Furniture Car Line | Furniture | 98 | 6-10 | \$ 56 |
| Alabama Cotton Oil Company | Box | 8,106 | 6-10 | 48 63 |
| American Cotton Oil Company | Tank | 471,353 | 1/2 | 3,535 13 |
| American Live Stock Transit Co. | Stock | 28 | 6-10 | 17 |
| American Refining Company | Tank | 527 | 1/2 | 3 95 |
| American Refrigerator Transit Co. | Refrigerator | 40,153 | 1c | 401 53 |
| American Tank Line | Tank | 12,788 | 1/2 | 95 90 |
| American Refrigerator Transit Co. | Refrigerator | 191,856 | 1/2 | 1,435 15 |
| Archer Daniels Linseed Company | Tank | 1,163 | 1/2 | 8 72 |
| Armour Car Lines | Box | 42,673 | 6-10 | 255 99 |
| Armour Car Lines | Tank | 569,420 | 1c | 5,694 20 |
| Armour Car Lines | Refrigerator | 13,990,703 | 1/2 | 104,930 25 |
| Arms Palace Horse Car Company | Stock | 128,607 | 6-10 | 771 04 |
| Atlantic Bitulithic Company | Tank | 233 | 1/2 | 1 75 |
| Atlanta Gas Light Company | Tank | 93 | 6-10 | 1 59 |
| Atlanta Gas Light Company | Tank | 1,395 | 1/2 | 10 46 |
| Atlanta Ice and Coal Company | Box | 156 | 6-10 | 94 |
| Atlantic Bitulithic Company | Tank | 374 | 1/2 | 2 80 |
| Atlantic Ice and Coal Corporation | Box | 66 | 6-10 | 40 |
| Atlantic Seaboard Despatch | Refrigerator | 530 | 1c | 5 30 |
| Atlantic Seaboard Despatch | Tank | 37,093 | 1/2 | 278 18 |
| Atlantic Turpentine and Refining Company | Tank | 1,020 | 1/2 | 7 73 |
| Baltimore Manufacturing Co. | Tank | 23 | 1/2 | 17 |
| Barber Asphalt Paving Company | Tank | 2,716 | 1/2 | 20 36 |
| Barrett Manufacturing Company | Tank | 10,070 | 1/2 | 75 51 |
| Bickel Company, H. | Stock | 139 | 6-10 | 84 |
| Brevard Tanning Company | Tank | 99,681 | 1/2 | 747 58 |
| Brill Company, J. G. | Flat | 8,370 | 6-10 | 50 23 |
| Buckeye Cotton Oil Company | Box | 1,183 | 6-10 | 7 10 |
| Burton, J. K. | Tank | 3,984 | 1/2 | 29 87 |
| California Despatch Line | Tank | 324 | 1/2 | 2 43 |
| Canfield Oil Company | Tank | 1,352 | 1/2 | 10 14 |
| Car Association Refrigerator Line | Refrigerator | 530 | 1c | 5 30 |
| Car Association Refrigerator Line | Refrigerator | 788 | 1/2 | 5 91 |
| Cass, J. L., Thrashing Machine Co. | Flat | 326 | 6-10 | 1 96 |
| Cedar Rapids Refrigerator Line | Refrigerator | 326 | 1/2 | 2 44 |
| Central Fruit Despatch | Refrigerator | 27,303 | 1c | 273 03 |
| Central Fruit Despatch | Refrigerator | 466,975 | 1/2 | 3,502 49 |
| Central Refining Company | Tank | 871 | 1/2 | 6 53 |
| Champion Fibre Company | Tank | 206,691 | 1/2 | 1,550 17 |
| Chamite Refining Company | Tank | 530 | 1/2 | 3 98 |
| Charleston Refining Company | Tank | 23,469 | 1/2 | 176 00 |
| Cherokee Tanning Extract Co. | Tank | 85,207 | 1/2 | 639 03 |
| Chicago, New York and Boston Refrigerator | Refrigerator | 3,812 | 1c | 38 12 |
| Chicago, New York and Boston Refrigerator | Refrigerator | 46,473 | 1/2 | 348 54 |
| Chicago Refrigerator Car Co. | Refrigerator | 2,601 | 1/2 | 26 01 |
| Chicago Refrigerator Car Co. | Refrigerator | 57,324 | 1/2 | 430 16 |
| Chicago Stock Express | Stock | 256 | 6-10 | 1 72 |
| Chilhowie Extract Company | Tank | 53,319 | 1/2 | 399 87 |
| Cincinnati Refrigerator Express | Refrigerator | 5,118 | 1/2 | 38 37 |
| Cleveland Provision Company | Refrigerator | 1,173 | 1/2 | 8 80 |
| Cleveland Provision Company | Box | 2,108 | 6-10 | 12 04 |
| Climax Refining Company | Tank | 530 | 1/2 | 3 98 |
| Cold Blast Transit Company | Refrigerator | 5,972 | 1c | 59 72 |
| Cold Blast Transit Company | Tank | 110,920 | 1/2 | 831 88 |
| Continental Refining Company | Tank | 98 | 1/2 | 74 |
| Cornplanters' Refining Company | Tank | 1,620 | 1/2 | 12 15 |
| Craig Oil Company | Tank | 2,800 | 1/2 | 21 00 |
| Crescent Tank Line | Tank | 7,581 | 1/2 | 56 87 |
| Cystal Car Line | Tank | 1,574 | 1/2 | 11 80 |
| Cudahy Milwaukee Refrigerator Line | Refrigerator | 1,060 | 1c | 10 60 |
| Cudahy Milwaukee Refrigerator Line | Refrigerator | 21,371 | 1/2 | 160 27 |
| Cudahy Refining Company | Tank | 1,994 | 1/2 | 14 95 |
| Cudahy Refining Line (Cudahy Packing) | Box | 564 | 6-10 | 3 38 |
| Cudahy Refining Line (Cudahy Packing) | Refrigerator | 20,207 | 1c | 202 07 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars—Continued.

| CARS USED | | Number Car Miles | COMPENSATION | |
|---|--------------|---------------------|---------------|-----------|
| Name of Owner | Description | | Rate | Amount |
| Cudahy Refining Line (Cudahy Packing) | Refrigerator | 67,513 | $\frac{3}{4}$ | \$ 506 33 |
| Dairy Shippers' Despatch | Refrigerator | 914 | $\frac{3}{4}$ | 6 85 |
| Detroit Refrigerator Express | Refrigerator | 696 | $\frac{3}{4}$ | 5 23 |
| Dold Packing Company, Jacob | Refrigerator | 8,432 | $\frac{3}{4}$ | 63 23 |
| Doud Stock Car Company | Stock | 10,991 | 6-10 | 65 98 |
| Dupont de Nemours Powder | Tank | 5,943 | $\frac{3}{4}$ | 44 58 |
| Eagle Cotton Oil Company | Tank | 3,231 | $\frac{3}{4}$ | 34 23 |
| Emblenton Refining Company | Tank | 2,406 | $\frac{3}{4}$ | 18 06 |
| Evansville Packing Company | Refrigerator | 1,843 | 1c | 18 43 |
| Evansville Packing Company | Refrigerator | 11,511 | $\frac{3}{4}$ | 86 33 |
| Excelsior Oak Extract Company | Tank | 569 | $\frac{3}{4}$ | 4 27 |
| Farmers' Oil and Fertilizer | Tank | 1,734 | $\frac{3}{4}$ | 13 00 |
| Florida Cotton Oil Company | Tank | 13,526 | $\frac{3}{4}$ | 101 44 |
| Fooke's Sons & Company, Wm. | Refrigerator | 11,636 | $\frac{3}{4}$ | 87 26 |
| Frisco Refrigerator Line | Refrigerator | 43,646 | 1c | 436 46 |
| Frisco Refrigerator Line | Refrigerator | 288,706 | $\frac{3}{4}$ | 2,165 27 |
| Garrett Refining Company | Tank | 328 | $\frac{3}{4}$ | 2 46 |
| Garrett Wine Company | Tank | 20,052 | $\frac{3}{4}$ | 150 38 |
| General Electric Company | Flat | 7,990 | 6-10 | 47 96 |
| General Roofing and Manufacturing Company | Tank | 6,011 | $\frac{3}{4}$ | 45 06 |
| Georgetown Chemical Company | Tank | 829 | $\frac{3}{4}$ | 4 72 |
| German-American Car Lines | Tank | 294,060 | $\frac{3}{4}$ | 2,205 41 |
| Germania Refining Company | Tank | 867 | $\frac{3}{4}$ | 4 90 |
| Globe Soap Company | Tank | 1,344 | $\frac{3}{4}$ | 10 07 |
| Great Western Oil Refining | Tank | 1,315 | $\frac{3}{4}$ | 9 86 |
| Gulf and Valley Cotton Oil | Tank | 223 | $\frac{3}{4}$ | 1 67 |
| Gulf Refining Company | Tank | 228,328 | $\frac{3}{4}$ | 1,712 44 |
| Hammond Sandish & Co., C. L. | Refrigerator | 1,452 | $\frac{3}{4}$ | 10 88 |
| Heald & Company, Jno. H. | Tank | 64,510 | $\frac{3}{4}$ | 483 82 |
| Heints & Company, H. J. | Tank | 18,015 | $\frac{3}{4}$ | 135 06 |
| Hilldale Farm | Stock | 1,924 | 6-10 | 11 54 |
| Holston Extract Company | Tank | 9,252 | $\frac{3}{4}$ | 69 38 |
| Houston Packing Company | Refrigerator | 28,367 | $\frac{3}{4}$ | 212 75 |
| Imperial Extract Company | Tank | 11,514 | $\frac{3}{4}$ | 86 33 |
| Indianapolis Abattoir Company | Refrigerator | 204 | 1c | 2 04 |
| Indianapolis Abattoir Company | Refrigerator | 302 | $\frac{3}{4}$ | 2 26 |
| Indian Refining Company | Tank | 359,901 | $\frac{3}{4}$ | 2,699 23 |
| International Agricultural Corporation | Tank | 4,010 | $\frac{3}{4}$ | 30 07 |
| International Molasses Company | Tank | 5 | $\frac{3}{4}$ | 3 88 |
| International Transit Company | Tank | 180 | $\frac{3}{4}$ | 1 35 |
| Interstate Stock Express | Stock | 98 | 6-10 | 59 |
| Island Petroleum Company | Tank | 1,951 | $\frac{3}{4}$ | 14 62 |
| Jamison Coal and Coke Company | Coal | 174 | 6-10 | 1 05 |
| Jap Rose Tank Line | Tank | 270 | $\frac{3}{4}$ | 2 02 |
| Keith Car Company | Tank | 4,066 | $\frac{3}{4}$ | 30 48 |
| Kellog Company, Spencer | Tank | 6,808 | $\frac{3}{4}$ | 51 05 |
| Kentucky Refining Company | Tank | 10,150 | $\frac{3}{4}$ | 76 11 |
| Korn's Live Stock Express | Stock | 98 | 6-10 | 59 |
| Kingan Refrigerator Line | Refrigerator | 399 | 1c | 3 99 |
| Kingan Refrigerator Line | Refrigerator | 479,837 | $\frac{3}{4}$ | 3,598 76 |
| Klein Tank Line | Tank | 2,149 | $\frac{3}{4}$ | 16 11 |
| Lackawanna Live Stock Transit | Tank | 603 | 6-10 | 3 63 |
| Lake Carriers' Oil Company | Tank | 1,029 | $\frac{3}{4}$ | 7 71 |
| Lemac Carrier Company | Poultry | 56,143 | 6-10 | 336 85 |
| Lemp Refrigerator Company | Refrigerator | 1,887 | $\frac{3}{4}$ | 18 87 |
| Lemp Refrigerator Company | Refrigerator | 1,183 | $\frac{3}{4}$ | 8 65 |
| Libby, McNeil & Libby Refrig. Line | Refrigerator | 3,034 | $\frac{3}{4}$ | 22 75 |
| Lipe, F. W. | Hay | 3,431 | 6-10 | 20 59 |
| Live Poultry Transit Company | Poultry | 324,745 | $\frac{3}{4}$ | 2,435 56 |
| Louisville Cotton Oil Company | Tank | 38,474 | $\frac{3}{4}$ | 288 53 |
| McClintock Company | Tank | 440 | $\frac{3}{4}$ | 3 29 |
| Maximian Bros. & Drowes | Tank | 2,058 | $\frac{3}{4}$ | 15 41 |
| Marden Orth & Hastings | Tank | 1,019 | $\frac{3}{4}$ | 7 64 |
| Martin Company, D. B. | Stock | 1,238 | 6-10 | 7 43 |
| Massie Felton Lumber Company | Flat | 3,844 | 6-10 | 23 06 |
| Mather Horse and Stock Car Co. | Stock | 31,441 | 6-10 | 188 58 |
| Mather Horse and Stock Car Co. | Refrigerator | 4,637 | $\frac{3}{4}$ | 34 77 |
| Menasha Woodenware Company | Furniture | 9,688 | 6-10 | 56 16 |
| Merchants' Despatch Transit Co. | Refrigerator | 13,790 | 1c | 137 90 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars—Continued.

| CARS USED | | Number Car-miles | COMPENSATION | |
|--|--------------|---------------------|---------------|-------------|
| NAME OF OWNER | Description | | Rate | Amount |
| Merchants' Despatch Transit Co. | Refrigerator | 610,499 | $\frac{3}{4}$ | \$ 4,578 74 |
| Michigan Chemical Company | Tank | 2,970 | $\frac{3}{4}$ | 22 27 |
| Michigan Tanning and Extract Co. | Tank | 894 | $\frac{3}{4}$ | 6 71 |
| Midland Valley Tank Line | Tank | 3,563 | $\frac{3}{4}$ | 26 72 |
| Milwaukee Refrigerator Transit and Car Company | Tank | 14,901 | 1c | 149 01 |
| Milwaukee Refrigerator Transit and Car Company | Tank | 130,371 | $\frac{3}{4}$ | 977 77 |
| Mineral Point Zinc Company | Tank | 1,090 | $\frac{3}{4}$ | 8 16 |
| Missouri River Despatch | Refrigerator | 20,550 | 1c | 205 50 |
| Missouri River Despatch | Refrigerator | 61,505 | $\frac{3}{4}$ | 461 25 |
| Morrell Refrigerator Line | Refrigerator | 530 | 1c | 5 30 |
| Morrell Refrigerator Line | Refrigerator | 644 | $\frac{3}{4}$ | 4 83 |
| Morris & Company | Refrigerator | 276,305 | 1c | 2,763 05 |
| Morris & Company | Refrigerator | 423,713 | $\frac{3}{4}$ | 3,177 93 |
| Muskogee Refining Company | Tank | 3,689 | $\frac{3}{4}$ | 27 67 |
| National Cooperage and Woodenware Company | Box | 1,165 | 6-10 | 6 99 |
| National Despatch Line | Box | 671 | 6-10 | 4 03 |
| National Transit and Terminal Co. | Tank | 53,437 | $\frac{3}{4}$ | 400 77 |
| New Louisville Packing Company | Refrigerator | 139 | 1c | 1 39 |
| New Louisville Packing Company | Refrigerator | 1,480 | $\frac{3}{4}$ | 11 09 |
| Northern Linseed Oil Company | Tank | 396 | $\frac{3}{4}$ | 2 96 |
| Oak Extract Company | Tank | 1,029 | $\frac{3}{4}$ | 7 71 |
| Oelrich Berry Tank Line | Tank | 868 | $\frac{3}{4}$ | 6 51 |
| Okmulgee Refining Company | Tank | 2,490 | $\frac{3}{4}$ | 18 67 |
| Pacific Fruit Express Company | Refrigerator | 37,544 | 1c | 375 44 |
| Pacific Fruit Express Company | Refrigerator | 217,860 | $\frac{3}{4}$ | 1,633 93 |
| Potoka Valley Oil Company | Tank | 2,346 | $\frac{3}{4}$ | 17 59 |
| Peerless Transit Line | Tank | 24,375 | $\frac{3}{4}$ | 182 79 |
| Penick & Ford Tank Line | Tank | 796 | $\frac{3}{4}$ | 5 97 |
| Penn Gas Coal Company | Coal | 480 | 6-10 | 2 88 |
| Penn Refining Company | Tank | 3,230 | $\frac{3}{4}$ | 24 21 |
| Pennsylvania and Delaware Oil Company | Tank | 2,398 | $\frac{3}{4}$ | 17 98 |
| Pennsylvania Tank Car Company | Tank | 3,325 | $\frac{3}{4}$ | 24 93 |
| People's Cotton Oil Company | Box | 7,986 | 6-10 | 47 91 |
| Philadelphia Quartz Company | Tank | 5,552 | $\frac{3}{4}$ | 41 62 |
| Phoenix Cotton Oil Company | Tank | 3,943 | $\frac{3}{4}$ | 29 55 |
| Pittsburg-Buffalo Company | Coal | 3,691 | 6-10 | 22 14 |
| Pittsburg Coal Company | Coal | 2,311 | 6-10 | 13 86 |
| Pittsburg Oil Refining Company | Tank | 294 | $\frac{3}{4}$ | 2 21 |
| Portner Brewing Company, Robert | Refrigerator | 88,245 | $\frac{3}{4}$ | 661 83 |
| Proctor & Gamble | Tank | 866,479 | $\frac{3}{4}$ | 6,498 58 |
| Purified Petroleum Products | Tank | 416 | $\frac{3}{4}$ | 3 11 |
| Refrigerator Transit Company | Refrigerator | 5,084 | $\frac{3}{4}$ | 38 11 |
| Refrigerator Transit Company | Refrigerator | 1,411 | 1c | 14 11 |
| Republic Cresoating Company | Tank | 2,005 | $\frac{3}{4}$ | 15 00 |
| Rivers, H. B. | Tank | 5,386 | $\frac{3}{4}$ | 40 39 |
| Rock Hill Buggy Company | Box | 4,004 | 6-10 | 24 03 |
| Rouse, J. L. | Box | 4,563 | 6-10 | 27 38 |
| Rouse, J. L. | Box | 998 | $\frac{3}{4}$ | 7 48 |
| Rumely Company, M. | Tank | 1,092 | $\frac{3}{4}$ | 8 19 |
| St. Louis Independent Packing Co. | Refrigerator | 265 | 1c | 2 65 |
| St. Louis Independent Packing Co. | Refrigerator | 1,034 | $\frac{3}{4}$ | 7 73 |
| St. Louis Refrigerator Car Co. | Refrigerator | 555,972 | 1c | 5,559 72 |
| St. Louis Refrigerator Car Co. | Refrigerator | 198,831 | $\frac{3}{4}$ | 1,491 22 |
| Santa Fe Refrigerator Despatch Co. | Refrigerator | 34,485 | 1c | 344 85 |
| Santa Fe Refrigerator Despatch Co. | Refrigerator | 112,523 | $\frac{3}{4}$ | 843 90 |
| Sayers & Company, Henry | Refrigerator | 4,988 | $\frac{3}{4}$ | 37 40 |
| Schenk & Son, F. | Refrigerator | 49 | $\frac{3}{4}$ | 3 7 |
| Scudder, Raymond B. | Tank | 16,222 | $\frac{3}{4}$ | 121 65 |
| Seaboard Refining Company | Tank | 1,511 | $\frac{3}{4}$ | 11 61 |
| Seattle Car and Foundry Co. | Coal | 390 | 6-10 | 2 34 |
| Seattle Car and Foundry Co. | Coal | 147 | $\frac{3}{4}$ | 1 10 |
| Shippers' Refrigerator Car Co. | Refrigerator | 2,296 | 1c | 22 96 |
| Shippers' Refrigerator Car Co. | Refrigerator | 6,524 | $\frac{3}{4}$ | 48 93 |
| Smith, O. A., Roof and Cont. | Tank | 954 | $\frac{3}{4}$ | 7 15 |
| Solar Transportation Company | Refrigerator | 2,182 | $\frac{3}{4}$ | 16 36 |
| Solvay Process Company | Tank | 24,813 | $\frac{3}{4}$ | 186 08 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars—Continued.

| CARS USED | | COMPENSATION | | |
|---|-------------------|---------------------|---------------|--------------|
| NAME OF OWNER | Description | Number Car-miles | Rate | Amount |
| Southern Bitulithic Company..... | Tank..... | 75 | $\frac{1}{2}$ | \$ 57 |
| Southern Cotton Oil Company..... | Tank..... | 575,879 | $\frac{1}{2}$ | 4,319 07 |
| Southern Extract Company..... | Tank..... | 20,622 | $\frac{1}{2}$ | 154 65 |
| Southern Ice Company..... | Refrigerator..... | 154 | $\frac{1}{2}$ | 1 15 |
| Southern Oak and Extract Co..... | Tank..... | 17,496 | $\frac{1}{2}$ | 131 21 |
| Southern Refining Company..... | Tank..... | 13,251 | $\frac{1}{2}$ | 99 45 |
| Southern Refining and Manufac- turing Company..... | Tank..... | 1,291 | $\frac{1}{2}$ | 9 68 |
| Southern Tank Car Line..... | Tank..... | 6,051 | $\frac{1}{2}$ | 45 37 |
| Steger & Sons Piano Line..... | Box..... | 216 | 6-10 | 1 30 |
| Stern & Sons, Joseph..... | Stock..... | 298 | 6-10 | 1 79 |
| Stern & Sons, Joseph..... | Stock..... | 140 | $\frac{1}{2}$ | 1 04 |
| Street's Western Stable Car Line..... | Stock..... | 47,822 | 6-10 | 286 91 |
| Sugar Planters', S. & D. Co..... | Tank..... | 618 | $\frac{1}{2}$ | 3 88 |
| Swan & Company, Alden S..... | Tank..... | 2,448 | $\frac{1}{2}$ | 18 35 |
| Swift Refrigerator Line..... | Box..... | 218 | 6-10 | 1 31 |
| Swift Refrigerator Line..... | Refrigerator..... | 521,642 | 1c | 5,216 42 |
| Swift Refrigerator Line..... | Tank..... | 1,941,988 | $\frac{1}{2}$ | 14,564 89 |
| Tanner & Dyer Extract Company..... | Tank..... | 8,066 | $\frac{1}{2}$ | 60 49 |
| Texas Company, The..... | Tank..... | 396,841 | $\frac{1}{2}$ | 2,976 28 |
| Union Petroleum Company..... | Tank..... | 1,264 | $\frac{1}{2}$ | 9 40 |
| Union Refrigerator Transit Com- pany of Wisconsin..... | Refrigerator..... | 12,579 | 1c | 125 79 |
| Union Refrigerator Transit Com- pany of Wisconsin..... | Refrigerator..... | 285,728 | $\frac{1}{2}$ | 2,142 93 |
| Union Tank Line..... | Tank..... | 1,271,949 | $\frac{1}{2}$ | 9,539 60 |
| United Coal Company..... | Coal..... | 3,686 | 6-10 | 21 99 |
| United Gas Improvement Co..... | Tank..... | 587 | $\frac{1}{2}$ | 4 40 |
| United States Navy Magazine..... | Box..... | 449 | 6-10 | 2 69 |
| Upchurch Lumber Company..... | Flat..... | 191 | 6-10 | 1 13 |
| Venice Transportation Company..... | Flat..... | 2,326 | 6-10 | 13 96 |
| Victor Cotton Oil Company..... | Tank..... | 2,574 | $\frac{1}{2}$ | 19 30 |
| Vinta Produce Refining Company..... | Tank..... | 22 | $\frac{1}{2}$ | 16 |
| Virginia-Carolina Chemical Co..... | Tank..... | 3,990 | $\frac{1}{2}$ | 29 91 |
| Virginia Tank Car Corporation..... | Tank..... | 454,685 | $\frac{1}{2}$ | 3,410 11 |
| Warren Brothers Company..... | Tank..... | 748 | $\frac{1}{2}$ | 5 60 |
| Warren Refining Company..... | Tank..... | 3,235 | $\frac{1}{2}$ | 24 26 |
| Watauga Extract Company..... | Tank..... | 46,633 | $\frac{1}{2}$ | 349 73 |
| Waters Pierce Oil Company..... | Tank..... | 118 | $\frac{1}{2}$ | 83 |
| Waverly Oil Company..... | Tank..... | 142 | $\frac{1}{2}$ | 1 05 |
| Western Heater Despatch..... | Refrigerator..... | 36,387 | 1c | 363 87 |
| Western Heater Despatch..... | Refrigerator..... | 48,900 | $\frac{1}{2}$ | 366 71 |
| Western Live Stock Express..... | Stock..... | 5,082 | 6-10 | 30 48 |
| Western Packing Provision Co..... | Refrigerator..... | 2,772 | $\frac{1}{2}$ | 20 79 |
| Western Refrigerator Despatch..... | Refrigerator..... | 1,491 | $\frac{1}{2}$ | 11 17 |
| Westinghouse Electric and Manu- facturing Company..... | Flat..... | 3,750 | 6-10 | 22 30 |
| Westmoreland Coal Company..... | Coal..... | 822 | 6-10 | 4 93 |
| White Refrigerator Despatch..... | Refrigerator..... | 1,588 | 1c | 15 88 |
| White Refrigerator Despatch..... | Refrigerator..... | 60,955 | $\frac{1}{2}$ | 457 14 |
| Whiting Manufacturing Company..... | Flat..... | 4,644 | 6-10 | 27 86 |
| Winkler & Brother, Isaac..... | Tank..... | 9,594 | $\frac{1}{2}$ | 71 94 |
| Wood Products Company..... | Tank..... | 1,374 | $\frac{1}{2}$ | 10 30 |
| Yaryan Naval Stores Company..... | Tank..... | 292 | $\frac{1}{2}$ | 2 18 |
| National Car Line Company..... | Flat..... | 13,334 | 1c | 133 34 |
| National Car Line Company..... | Refrigerator..... | 26,842 | $\frac{1}{2}$ | 201 31 |
| National Ammonia Company..... | Tank..... | 2,370 | $\frac{1}{2}$ | 17 78 |
| SUMMARY | | 415,211 | 6-10 | \$ 2,491 17 |
| | | 2,263,285 | 1c | 22,632 85 |
| | | 26,385,850 | $\frac{1}{2}$ | 197,892 85 |
| Total..... | | 29,064,346 | ----- | \$223,016 87 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|-----------------|
| Equipment leased..... | \$ 15,334 77 | |
| Equipment interchanged..... | 4,248,150 21 | \$ 4,035,395 28 |
| Private cars..... | | 223,016 87 |
| Total..... | \$ 4,263,484 98 | \$ 4,258,412 15 |
| Balance, as shown in income account..... | 5,072 83 | |

REPORT STATE CORPORATION COMMISSION

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX | | SPECIFIC TAX | | | On Property Owned, not Used in Operation and Miscellaneous | Internal Revenue U. S. Government | TOTAL |
|---|--|--|-------------------------------|--|--|--|-----------------------------------|-----------------|
| | On the Value of Real and Personal Property | On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or Other Results of Operation | On Stocks, Bonds, Loans, etc. | On Gross or Net Earnings, Revenue or Dividends | On Traffic, or Some Physical Quality of Property Operated, or on Privilege | | | |
| Virginia..... | \$ 237,772 14 | ----- | \$ 120 00 | \$ 85,287 60 | \$ 9 50 | \$ 1,438 77 | ----- | \$ 344,628 01 |
| Federal Corporation Tax..... | ----- | ----- | ----- | ----- | ----- | ----- | \$ 11,809 49 | 11,809 49 |
| Other States..... | 1,044,065 59 | \$ 42,015 19 | 5,219 58 | 14,934 53 | 22,093 16 | 26,170 21 | ----- | 2,065,128 26 |
| Federal Corporation Tax assignable to other States..... | ----- | ----- | ----- | ----- | ----- | ----- | 68,821 52 | 68,821 52 |
| Total..... | \$2,202,467 73 | \$ 42,015 19 | \$ 5,339 58 | \$ 100,222 13 | \$ 22,102 66 | \$ 27,608 98 | \$ 80,631 01 | \$ 2,480,367 28 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All leases taken or surrendered—Under agreement effective July 1, 1912, Southern Railway Company, leased to the Washington and Old Dominion Railway, for a period of fifty years, that part of its line known as the Bluemont Branch, aggregating 54.55 miles.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|-------------------|---|-------------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 287,434,900 83 | Road..... | \$ 287,434,900 33 | |
| 46,672,108 87 | Equipment..... | 46,672,108 87 | |
| | Investment since June 30, 1907: | | |
| 16,147,374 66 | Road..... | 19,068,049 05 | \$ 2,920,674 39 |
| 18,173,912 55 | Equipment..... | 18,737,063 48 | 563,150 93 |
| 1,520,383 29 | General expenditures..... | 1,553,073 24 | 32,689 95 |
| 13,490,904 46 | Reserve for accrued depreciation—Cr..... | 14,321,746 67 | 840,842 21 |
| \$ 356,467,775 24 | Total..... | \$ 359,143,447 30 | \$ 2,675,672 06 |
| | <i>II. Securities:</i> | | |
| | Securities of proprietary, affiliated and controlled companies—Pledged: | | |
| \$ 2,487,686 26 | Stocks..... | \$ 2,487,586 26 | \$ *100 00 |
| 21,508,920 74 | Funded debt..... | 21,508,920 74 | |
| 2,000,000 00 | Securities issued or assumed—Pledged: | 2,000,000 00 | |
| | Funded debt..... | | |
| 116,862 21 | Securities of proprietary, affiliated and controlled companies—Unpledged: | 116,862 21 | |
| 684,418 75 | Stocks..... | 678,409 75 | *6,009 00 |
| | Funded debt..... | | |
| \$ 26,797,887 96 | Total..... | \$ 26,791,778 96 | \$ *6,109 00 |
| | <i>III. Other Investments:</i> | | |
| \$ 419,193 34 | Advances to proprietary, affiliated and controlled companies for construction, equipment and betterments..... | \$ 408,234 86 | \$ *10,958 48 |
| | Miscellaneous investments: | | |
| 355,590 67 | Physical property..... | 401,844 24 | 46,253 57 |
| 33,588,943 91 | Securities—Pledged..... | 33,640,943 91 | 52,000 00 |
| 9,450,980 28 | Securities—Unpledged..... | 8,908,604 73 | *547,375 55 |
| \$ 43,814,708 20 | Total..... | \$ 43,354,627 74 | \$ *460,080 46 |
| | WORKING ASSETS | | |
| \$ 13,048,782 30 | Cash..... | \$ 8,295,928 23 | \$ *4,752,854 07 |
| | Securities issued or assumed—Held in treasury: | | |
| 22,331,800 00 | Funded debt..... | 27,148,800 00 | 4,817,000 00 |
| | Marketable securities: | | |
| 256,522 00 | Stocks..... | 256,522 00 | |
| 179,069 04 | Funded debt..... | 179,069 04 | 1 00 |
| 448,483 55 | Loans and bills receivable..... | 398,402 85 | *50,080 70 |
| 762,026 42 | Traffic and car-service balances due from other companies..... | 826,707 66 | 64,681 24 |
| 467,025 40 | Net balance due from agents and conductors..... | 449,968 74 | *17,056 66 |
| 2,388,780 52 | Miscellaneous accounts receivable..... | 2,932,361 60 | 643,581 08 |
| 4,210,084 90 | Materials and supplies..... | 5,343,032 61 | 1,132,947 71 |
| 722,669 10 | Other working assets..... | 774,273 79 | 51,574 69 |
| \$ 44,715,263 23 | Total..... | \$ 46,605,057 52 | \$ 1,889,794 29 |
| | ACCRUED INCOME NOT DUE: | | |
| \$ 1,062,490 26 | Unmatured interest, dividends and rents receivable..... | \$ 962,243 79 | \$ *100,246 47 |

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

| JUNE 30, 1912 | | JUNE 30, 1913 | |
|-------------------|---|-------------------|----------------------|
| Amount | ASSETS—CONTINUED. | Amount | Increase or Decrease |
| | DEFERRED DEBIT ITEMS | | |
| \$ 730,882 15 | Advances: | | |
| 126,428 19 | Temporary advances to proprietary af- | \$ 1,708,120 78 | \$ 977,238 63 |
| 1,063,764 13 | filiated and controlled companies..... | 255,024 61 | 118,606 42 |
| 2,046 61 | Working funds..... | 353,831 57 | *709,932 56 |
| 29,150 03 | Other advances..... | 1,486 68 | *559 33 |
| 2,923,331 19 | Rents and insurance paid in advance..... | 29,089 11 | *60 92 |
| 8,525 00 | Taxes paid in advance..... | 2,718,164 33 | *205,186 86 |
| 915,941 37 | Special deposits..... | 39,298 80 | 35,773 80 |
| 1,377,926 99 | Cash and securities in sinking and redemp- | 989,354 41 | 73,413 04 |
| | tion funds..... | 1,439,942 20 | 62,015 21 |
| | Cash and securities in insurance and other | | |
| | reserve funds..... | | |
| | Other deferred debit items..... | | |
| \$ 7,182,995 66 | Total..... | \$ 7,534,322 49 | \$ 351,326 83 |
| \$ 480,041,120 55 | Grand total..... | \$ 484,391,477 80 | \$ 4,350,357 25 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 120,000,000 00 | Common stock..... | \$ 120,000,000 00 | |
| 60,000,000 00 | Preferred stock..... | 60,000,000 00 | |
| \$ 180,000,000 00 | Total..... | \$ 180,000,000 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 218,496,700 00 | Mortgage bonds..... | \$ 224,633,100 00 | \$ 6,136,400 00 |
| 19,780,700 00 | Collateral trust bonds..... | 19,832,700 00 | 52,000 00 |
| 10,107,000 00 | Plain bonds, debentures and notes..... | 5,107,000 00 | *5,000,000 00 |
| 16,380,000 00 | Equipment trust obligations..... | 15,146,000 00 | *1,234,000 00 |
| \$ 264,764,400 00 | Total..... | \$ 264,718,800 00 | \$ *45,600 00 |
| | WORKING LIABILITIES | | |
| \$ 455,000 00 | Loans and bills payable..... | \$ 455,000 00 | |
| 817,608 07 | Traffic and car-service balances due to other | | |
| 5,984,377 17 | companies..... | 1,071,555 3 6 | \$ 253,947 39 |
| 344,296 69 | Audited vouchers and wages unpaid..... | 6,945,724 58 | 961,347 41 |
| 2,680,202 44 | Miscellaneous accounts payable..... | 270,825 39 | *73,470 20 |
| 3,400 00 | Matured interest, dividends and rents unpaid | 2,932,534 68 | 53,332 24 |
| 1,635,256 55 | Matured mortgage, bonded and secured debt | 38,673 80 | 35,273 80 |
| | unpaid..... | 1,949,702 92 | 314,446 37 |
| | Other working liabilities..... | | |
| \$ 12,120,139 82 | Total..... | \$ 13,665,016 73 | \$ 1,544,876 91 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 1,697,903 31 | Unmatured interest, dividends and rents | | |
| 953,013 02 | payable..... | \$ 1,571,827 65 | \$ *125,475 66 |
| | Taxes accrued..... | 982,398 61 | 29,385 89 |
| \$ 2,650,916 33 | Total..... | \$ 2,554,226 26 | \$ *96,690 07 |
| | DEFERRED CREDIT ITEMS | | |
| \$ 1,983,983 09 | Operating reserves..... | \$ 1,293,257 56 | \$ *690,725 53 |
| 1,987,903 27 | Other deferred credit items..... | 1,886,103 62 | *101,799 65 |
| 3,971,886 36 | Total..... | \$ 3,179,361 18 | \$ *792,525 18 |
| | APPROPRIATED SURPLUS | | |
| \$ 361,500 54 | Additions to property since June 30, 1907, | | |
| 915,941 37 | through income..... | \$ 410,161 02 | \$ 48,660 48 |
| 1,500,000 00 | Invested in other reserve funds..... | 989,354 41 | 73,413 04 |
| | Not specifically invested..... | 1,500,000 00 | |
| \$ 2,777,441 91 | Total..... | \$ 2,899,515 43 | \$ 122,073 52 |
| | PROFIT AND LOSS | | |
| \$ 13,756,936 13 | Balance..... | \$ 17,374,558 20 | \$ 3,617,622 07 |
| \$ 480,041,120 55 | Grand total..... | \$ 484,391,477 80 | \$ 4,350,357 25 |

*Decrease.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF VIRGINIA.

Other railroad companies—Agreement dated October 1, 1912, with Norfolk and Western Railway Company, covering lighterage of export freight at Norfolk, Va., and Newport News, Va.

Other railroad companies—Agreement dated November 29, 1912, with Norfolk and Portsmouth Belt Line Railroad Company, covering joint yards at Port Norfolk, Va.

Other railroad companies—Agreement dated December 16, 1912, with Norfolk and Western Railway Company and Norfolk Southern Railroad Company, covering joint use of passenger station and appurtenances of the Norfolk and Western Railway Company at Suffolk, Va.

Other contracts—Agreement dated October 18, 1912, with M. E. Gee, covering transfer of passenger baggage and freight at Meherrin, Va.

Other contracts—Agreement dated May 28, 1913, with Chesapeake Pulp and Paper Company, covering track facilities to serve plant at Alexandria, Va.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY. | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 386,371 | 557,657 | 944,028 | 3.21 |
| Flour..... | 131,930 | 143,442 | 275,372 | .83 |
| Other mill products..... | 129,291 | 122,484 | 251,785 | .85 |
| Hay..... | 55,789 | 120,013 | 175,802 | .60 |
| Tobacco..... | 120,095 | 35,345 | 155,440 | .53 |
| Cotton..... | 393,579 | 213,746 | 607,325 | 2.06 |
| Fruit and vegetables..... | 91,682 | 209,440 | 301,122 | 1.02 |
| Other products of agriculture..... | 455,791 | 188,077 | 643,868 | 2.19 |
| Total..... | 1,764,528 | 1,590,214 | 3,354,742 | 11.39 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 122,503 | 37,327 | 159,830 | .54 |
| Dressed meats..... | 5,453 | 14,326 | 19,779 | .07 |
| Other packing-house products..... | 20,467 | 38,185 | 58,652 | .20 |
| Poultry, game and fish..... | 7,946 | 10,040 | 17,986 | .06 |
| Wool..... | 1,172 | 3,947 | 5,119 | .02 |
| Hides and leather..... | 28,043 | 34,396 | 62,439 | .21 |
| Total..... | 185,584 | 138,221 | 323,805 | 1.10 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | 16,614 | 34,493 | 51,107 | .17 |
| Bituminous coal..... | 5,640,363 | 2,885,869 | 8,526,232 | 28.95 |
| Coke..... | 516,091 | 173,022 | 689,113 | 2.34 |
| Ores..... | 294,208 | 317,200 | 611,408 | 2.06 |
| Stone, sand and other like articles..... | 1,548,963 | 237,095 | 1,786,058 | 6.07 |
| Other products of mines..... | 103,077 | 12,777 | 115,854 | .39 |
| Total..... | 8,119,316 | 3,660,456 | 11,779,772 | 40.00 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 1,861,868 | 1,200,411 | 3,062,279 | 10.40 |
| Other products of forests..... | 1,436,186 | 503,374 | 1,939,560 | 6.58 |
| Total..... | 3,298,054 | 1,703,785 | 5,001,839 | 16.98 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 171,665 | 133,322 | 304,987 | 1.04 |
| Sugar..... | 6,294 | 39,403 | 45,697 | .15 |
| Naval stores..... | 30,150 | 9,426 | 39,576 | .13 |
| Iron, pig and bloom..... | 420,059 | 143,306 | 563,365 | 1.91 |
| Iron and steel rails..... | 58,294 | 62,062 | 119,356 | .40 |
| Other castings and machinery..... | 34,070 | 76,424 | 110,494 | .38 |
| Bar and sheet metal..... | 44,104 | 34,622 | 78,726 | .27 |
| Cement, brick and lime..... | 1,012,342 | 510,390 | 1,522,732 | 5.17 |
| Agricultural implements..... | 11,376 | 20,512 | 31,888 | .11 |
| Wagons, carriages, tools, etc..... | 15,285 | 18,161 | 33,446 | .11 |
| Wines, liquors and beers..... | 35,536 | 39,867 | 75,403 | .26 |
| Household goods and furniture..... | 74,066 | 20,806 | 94,872 | .32 |
| Other manufactures..... | 1,462,123 | 704,024 | 2,166,147 | 7.36 |
| Total..... | 3,373,354 | 1,812,325 | 5,185,679 | 17.61 |
| Merchandise..... | 1,548,044 | 782,862 | 2,330,906 | 7.92 |
| Miscellaneous: Other commodities not men- tioned above..... | 750,895 | 721,951 | 1,472,846 | 5.00 |
| Total tonnage..... | 19,039,775 | 10,409,814 | 29,449,589 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Tons | Tons | Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | | | 175,968 | 3.51 |
| Flour..... | | | 51,469 | 1.03 |
| Other mill products..... | | | 36,218 | .72 |
| Hay..... | | | 89,580 | .79 |
| Tobacco..... | | | 109,774 | 2.19 |
| Cotton..... | | | 57,896 | 1.15 |
| Fruit and vegetables..... | | | 145,575 | 2.90 |
| Other products of agriculture..... | | | 86,114 | 1.72 |
| Total..... | | | 702,544 | 14.01 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | | | 58,317 | 1.16 |
| Dressed meats..... | | | 2,079 | .05 |
| Other packing-house products..... | | | 10,516 | .21 |
| Poultry, game and fish..... | | | 10,414 | .21 |
| Wool..... | | | 358 | .01 |
| Hides and leather..... | | | 30,863 | .61 |
| Total..... | | | 113,147 | 2.25 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | | | 38,086 | .76 |
| Bituminous coal..... | | | 431,966 | 8.61 |
| Coke..... | | | 5,132 | .10 |
| Ores..... | | | 46,496 | .93 |
| Stone, sand and other like articles..... | | | 192,910 | 3.85 |
| Other products of mines..... | | | 41,787 | .83 |
| Total..... | | | 756,347 | 15.08 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | | | 982,824 | 19.00 |
| Other products of forests..... | | | 380,738 | 7.59 |
| Total..... | | | 1,333,562 | 26.59 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | | | 99,140 | 1.98 |
| Sugar..... | | | 14,233 | .28 |
| Naval stores..... | | | 4,603 | .09 |
| Iron, pig and bloom..... | | | 66,548 | 1.33 |
| Iron and steel rails..... | | | 17,137 | .34 |
| Other castings and machinery..... | | | 46,447 | .93 |
| Bar and sheet metal..... | | | 16,302 | .33 |
| Cement, brick and lime..... | | | 228,192 | 4.55 |
| Agricultural implements..... | | | 6,655 | .13 |
| Wagons, carriages, tools, etc..... | | | 5,310 | .11 |
| Wines, liquors and beers..... | | | 8,213 | .16 |
| Household goods and furniture..... | | | 23,799 | .47 |
| Other manufactures..... | | | 521,610 | 10.40 |
| Total..... | | | 1,058,189 | 21.10 |
| Merchandise..... | | | 649,529 | 12.95 |
| Miscellaneous: Other commodities not men- tioned above..... | | | 402,372 | 8.02 |
| Total tonnage—State..... | | | 5,015,690 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Car- head Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Car- ried in Carload Lots | |
|----------------------|--------------------------------------|--|--|---|-------|
| | Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 943,995 | 214,142,621 | 1,907,531 | ----- | 801 |
| Hay..... | 175,748 | 34,985,766 | 367,073 | 1 | 049 |
| Cotton..... | 525,393 | 127,547,377 | 1,968,420 | 1 | 543 |
| Live stock..... | 150,860 | 19,739,062 | 367,844 | 1 | 864 |
| Dressed meats..... | 19,779 | 6,463,010 | 72,125 | 1 | 116 |
| Anthracite coal..... | 51,107 | 14,248,718 | 71,371 | ----- | 501 |
| Bituminous coal..... | 8,526,156 | 995,347,660 | 5,919,131 | ----- | 595 |
| Lumber..... | 3,062,210 | 590,446,606 | 3,964,346 | ----- | 671 |

MILEAGE—ENTIRE LINE.
Mileage of Road Operated (All Tracks).

| LINE IN USE | LINE OWNED | | Line Operated Under Lease | Line Operated Under Contract, etc. | Line Operated Under Trackage Rights | Total Mileage Operated | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|---------------------------|------------------------------------|-------------------------------------|------------------------|----------------------------------|--------|----------|
| | Main Line | Branches and Spurs | | | | | | Iron | Steel |
| Miles of single track..... | 2,833.49 | 1,405.56 | 1,082.80 | 840.53 | 474.29 | 7,036.53 | 2,721 | --- | 6,562.24 |
| Miles of second track..... | 234.30 | 6.30 | 126.07 | 7.50 | --- | 374.17 | 13.62 | --- | 374.17 |
| Miles of third track..... | 9.71 | --- | --- | --- | --- | 9.71 | --- | --- | 9.71 |
| Miles of fourth track..... | 1.51 | --- | --- | --- | --- | 1.51 | --- | --- | 1.51 |
| Miles of yard track and sidings..... | 1,154.25 | 459.34 | 376.30 | 206.61 | --- | 2,298.06 | 34.78 | 123.95 | 2,174.11 |
| Total mileage operated (all tracks)..... | 4,233.26 | 1,871.20 | 1,585.17 | 1,054.64 | 474.29 | 9,719.98 | 51.12 | 123.95 | 9,121.74 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | | |
|--|----------|----------|----------|--------|--------|----------|------|-----|----------|
| District of Columbia..... | 420.32 | 137.65 | 306.74 | --- | 3.40 | 3.40 | --- | --- | 864.71 |
| Virginia..... | 241.25 | 350.25 | 294.12 | 154.35 | 40.15 | 904.86 | --- | --- | 1,346.47 |
| North Carolina..... | 321.71 | 35.15 | 138.71 | 609.02 | 5.75 | 1,467.15 | --- | --- | 1,122.03 |
| South Carolina..... | 474.09 | 178.93 | 192.88 | 64.01 | 144.71 | 1,064.62 | --- | --- | 909.91 |
| Georgia..... | --- | --- | --- | --- | 35.82 | 41.81 | --- | --- | 5.99 |
| Florida..... | 610.61 | 213.00 | 150.35 | --- | 31.44 | 1,038.82 | 2.23 | --- | 1,007.38 |
| Alabama..... | 34.10 | 37.82 | --- | 11.40 | 19.58 | 102.90 | --- | --- | 83.32 |
| Mississippi..... | 382.95 | 280.19 | --- | 1.75 | 31.33 | 730.64 | 49 | --- | 699.31 |
| Tennessee..... | 83.47 | 44.28 | --- | --- | 32.32 | 162.16 | --- | --- | 129.84 |
| Kentucky..... | 118.28 | 117.99 | --- | --- | 3.33 | 239.50 | --- | --- | 236.17 |
| Indiana..... | 146.71 | 10.40 | --- | --- | 6.78 | 162.89 | --- | --- | 157.11 |
| Illinois..... | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Total mileage operated (single track)..... | 2,833.49 | 1,405.56 | 1,082.80 | 840.53 | 474.29 | 7,036.53 | 2.72 | --- | 6,562.24 |

MILEAGE—ENTIRE LINE—CONTINUED.
Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Constructed During Year | RAILS | |
|---|------------|---------------------|---------------------|----------------------------------|-------|----------|
| | Main Line | Branches and Bypurs | | | Iron | Steel |
| Virginia..... | 420.32 | 201.40 | 621.92 | ..... | ..... | 621.92 |
| North Carolina..... | 241.25 | 350.25 | 591.50 | ..... | ..... | 591.50 |
| South Carolina..... | 231.71 | 45.13 | 276.84 | ..... | ..... | 276.84 |
| Georgia..... | 474.09 | 178.03 | 652.02 | ..... | ..... | 652.02 |
| Alabama..... | 610.61 | 213.03 | 823.61 | ..... | ..... | 823.61 |
| Mississippi..... | 34.10 | 37.82 | 71.92 | 2.23 | ..... | 71.92 |
| Kentucky..... | 83.47 | 44.28 | 127.75 | ..... | ..... | 127.75 |
| Tennessee..... | 382.95 | 204.26 | 587.21 | .49 | ..... | 587.21 |
| Indiana..... | 118.28 | 117.89 | 236.17 | ..... | ..... | 236.17 |
| Illinois..... | 146.71 | 10.40 | 157.11 | ..... | ..... | 157.11 |
| Total mileage owned (single track)..... | 2,833.49 | 1,493.59* | 4,327.08 | 2.72 | ..... | 4,327.08 |

Explanatory Remarks.

*The difference in mileage of 86.03 is:

Mileage of line between Orange, Va., and Gordonsville, Va., owned by Southern Railway Company, but leased to and operated by The Chesapeake and Ohio Railway Company..... 9.40

Mileage of line between Anderson, S. C., and Belton, S. C., owned by Southern Railway Company, but leased to and operated by the Blue Ridge Railway Company..... 9.98

Mileage of line between Bulls Gap, Tenn., and Rogersville, Tenn., owned by Southern Railway Company, but leased to and operated by the Virginia and Southwestern Railway Company..... 14.10

Mileage of line between Alexandria, Va., and Bluemont, Va., and between W. O. & W. Jet. to Alexandria Jet., Va., owned by Southern Railway Company, but leased to and operated by The Washington and Old Dominion Railway..... 84.55

12.23 miles due to change in classification.

86.03

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | |
|---|-------------------|---------|--|---------|---------|---------|----------|---------|-------------------|---------|
| | TRAINMEN | | Switch Tenders, Crossing Tenders, and Watchmen | | SHOPMEN | | TRACKMEN | | OTHER EMP. OTHERS | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Coupling or uncoupling..... | 1 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Collisions..... | 2 | 14 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 |
| Derailments..... | ..... | 12 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| Falling from trains, locomotives, or cars..... | ..... | 15 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 12 |
| Jumping on or off trains, locomotives, or cars..... | ..... | 26 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 |
| Struck by trains, locomotives, or cars..... | 2 | 5 | ..... | ..... | 1 | ..... | 4 | 1 | 2 | 30 |
| Overhead obstructions..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| Other causes..... | 1 | 80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| Total..... | 6 | 165 | ..... | ..... | 1 | ..... | 6 | 5 | 3 | 174 |

Average number employed during year: Trainmen, 1,103; switch tenders, crossing tenders and watchmen, 99; stationmen, 714; shopmen, 1,174; trackmen, 1,167; telegraph employees, 133; other employees, 1,146; total 5,536.

ACCIDENTS TO PERSONS—STATE OF VIRGINIA—CONTINUED.

A. Accidents Resulting from the Movement of Trains, Locomotives, or Cars—Continued.

| KIND OF ACCIDENT | PASSENGERS | | OTHER PERSONS | | | | | | SUMMARY | TOTAL | |
|--|------------|---------|---|---------|-----------|---------|------------------|---------|------------------------------------|--------|---------|
| | | | Postal Clerks, Express Messen- gers, Pullman Employees, etc. | | TEMPERARY | | NOT TEMPERARY | | | | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | | | |
| | | | | | | | | | | Killed | Injured |
| Collisions..... | | 34 | | | | | | | TABLE A: Railway employees..... | 13 | 174 |
| Derailments..... | | 2 | | 2 | | | | | Passengers..... | 1 | 53 |
| Falling from trains, locomotives, or cars..... | | 1 | | | 2 | | 1 | | Postal clerks, etc..... | | 6 |
| Jumping on or off trains, locomotives, or cars..... | | 7 | | | 4 | 9 | | 4 | Other persons..... | 20 | 40 |
| Struck by trains, locomotives, or cars..... | | | | | | | | | TABLE B: Railway employees..... | 1 | 171 |
| At highway crossings..... | | | | | | | | | | | |
| At stations..... | 1 | | | 4 | | | | | | | |
| At other points along track..... | | | | 9 | 11 | | | 4 | | | |
| Other causes..... | | 9 | | 2 | 3 | | | 9 | | | |
| Total..... | 1 | 53 | | 6 | 19 | 27 | 1 | 13 | Grand total..... | 35 | 444 |

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| RAILWAY EMPLOYEES | | | | | | | | | | |
|--|------------|---------|---------|---------|----------|---------|-----------------|---------|--------|---------|
| KIND OF ACCIDENT | STATIONMEN | | SHOPMEN | | TRACKMEN | | OTHER EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Handling traffic..... | --- | 32 | --- | --- | --- | --- | --- | --- | --- | 32 |
| Handling tools, machinery, etc..... | --- | --- | --- | 29 | --- | 29 | --- | --- | --- | 58 |
| Handling supplies, etc..... | --- | --- | --- | 6 | --- | 37 | --- | 4 | --- | 47 |
| Getting on or off locomotives or cars at rest..... | --- | --- | --- | 2 | --- | --- | --- | 1 | --- | 3 |
| Other causes..... | --- | 1 | --- | 12 | --- | 4 | 1 | 14 | 1 | 31 |
| Total..... | --- | 33 | --- | 49 | --- | 70 | 1 | 19 | 1 | 171 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.
Bridges, Trestles, Tunnels, Etc.

| ITEM | NUMBER | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | Height of Lowest Above Surface of Rail | |
|-----------------------------|--------|---------------------|-------------------|-------------------|---|-----|
| | | | | | Feet | In. |
| BRIDGES: | | | | | | |
| Stone..... | 7 | 1,183 | 29 | 240 | | |
| Iron..... | 193 | 28,593 | 7 | 1,800 | | |
| Wooden..... | 30 | 2,904 | 8 | 555 | | |
| Total..... | 230 | 32,680 | | | | |
| Trestles..... | 405 | 50,481 | 7 | 1,885 | | |
| Tunnels..... | 4 | 2,047 | 119 | 1,300 | | |
| OVERHEAD HIGHWAY CROSSINGS: | | | | | | |
| Bridges..... | 30 | | | | 15 | 06 |
| Conduits..... | 1 | | | | 18 | |
| Trestles..... | 27 | | | | 16 | |
| Total..... | 58 | | | | | |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | |
| Bridges..... | 7 | | | | 16 | 04 |
| Trestles..... | 1 | | | | 22 | |
| Total..... | 8 | | | | | |

Gauge of track—4 feet, 9 inches; 864.71 miles.

Surry, Sussex and Southampton Railway

HISTORY.

Exact name of common carrier making this report—Surry, Sussex and Southampton Railway.

Date of organization—May 16, 1886.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Under the laws of the State of Virginia. Chartered by act of the General Assembly of Virginia, approved May 16, 1886 (Acts 1885-6, chapter 134); amended by acts approved January 22, 1898, (chapter 188).

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|------------------------|-----------------------------|---------------------------------------|
| Francis E. Waters..... | Baltimore, Md..... | } Until their successors are elected. |
| John Walter Smith..... | Snow Hill, Md..... | |
| John P. Moore..... | Snow Hill, Md..... | |
| Marion T. Hargis..... | Snow Hill, Md..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|------------------------------------|------------------------|--------------------------|
| Chairman of the Board..... | Francis E. Waters..... | Baltimore, Md. |
| President..... | Francis E. Waters..... | Baltimore, Md. |
| Vice-President..... | John Walter Smith..... | Snow Hill, Md. |
| Secretary and Treasurer..... | John P. Moore..... | Snow Hill, Md. |
| Asst. Secretary and Treasurer..... | Parker D. Dix..... | Baltimore, Md. |
| Attorney, or General Counsel..... | Wm. B. McIlwaine..... | Petersburg, Va. |
| Auditor..... | Marion T. Hargis..... | Snow Hill, Md. |
| General Manager..... | Francis E. Waters..... | Baltimore, Md. |
| Superintendent..... | Edward Rogers..... | Dendron, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, Francis E. Waters; title, President; address, 905 Union Trust Building, Baltimore, Md.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—May 13, 1913.

Total number of stockholders of record at that date—17.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No securities issued.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|-------------------|---------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Surry, Sussex and Southampton Railway..... | Scotland, Va..... | Dory, Va..... | ----- | 28.10 |
| Temporary branch line.* | Dory, Va..... | West..... | ----- | 39.00 |
| Total..... | ----- | ----- | ----- | 67.10 |

*Operated as logging road only and not as common carrier.

FUNDED DEBT.

There is no funded debt on this road.

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------|-------------|---------------------|-------------------------|----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 100,000 | \$ 100,000 | ----- | 28.10 | \$ 3,559 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Betterments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|------------------------------|--|---|---|
| I. ROAD: | | | |
| Dock and wharf property..... | \$ 47 47 | | ----- |
| Total..... | \$ 47 47 | \$ 40,991 33 | \$ 41,038 80 |
| II. EQUIPMENT: | | | |
| Passenger-train cars..... | | \$ 486 40 | \$ 486 40 |
| Freight-train cars..... | \$ 4,815 51 | | 4,815 51 |
| Total..... | \$ 4,815 51 | \$ 486 40 | \$ 5,301 91 |
| RECAPITULATION | | | |
| I. Road..... | \$ 47 47 | \$ 40,991 33 | \$ 41,038 80 |
| II. Equipment..... | 4,815 51 | 486 40 | 5,301 91 |
| Total—Entire line..... | \$ 4,862 98 | \$ 41,477 73 | \$ 46,340 71 |
| Total—State of Virginia..... | \$ 4,862 98 | \$ 41,477 73 | \$ 46,340 71 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|-------------------------------------|-------------------|------------|
| | State of Virginia | |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ | 261,281 55 |
| Equipment..... | | 45,000 00 |
| Investment since June 30, 1907..... | | 46,340 71 |
| Total..... | \$ | 352,622 26 |
| Net total..... | \$ | 352,622 26 |
| Cost per mile of line..... | | 5,255 18 |

INCOME STATEMENT.

| | | |
|---|----|------------|
| RAILWAY OPERATING INCOME: | | |
| Rail operations—Revenues..... | \$ | 136,964 23 |
| Rail operations—Expenses..... | | 149,362 69 |
| Net (deficit)—Rail operations..... | \$ | 12,398 46 |
| Net Railway operating deficit..... | \$ | 12,398 46 |
| Railway tax accruals..... | | 4,578 08 |
| Railway operating loss..... | \$ | 16,976 54 |
| Gross loss..... | \$ | 16,976 54 |
| Income balance transferred to debit of profit and loss..... | \$ | 16,976 54 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|---------------|---------------|
| Balance (at beginning of fiscal period)..... | \$ 160,005 80 | |
| Debit balance transferred from income account..... | 16,976 54 | |
| Balance debit (at end of fiscal period) carried to general balance sheet..... | | \$ 176,981 84 |
| Total..... | \$ 176,981 84 | \$ 176,981 84 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|---------------|---|---------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | I. Road and Equipment: | | |
| | Investment to June 30, 1907: | | |
| \$ 261,281 55 | Road..... | \$ 261,281 55 | |
| 45,000 00 | Equipment..... | 45,000 00 | |
| 40,991 33 | Investment since June 30, 1907: | | |
| 486 40 | Road..... | 41,038 80 | \$ 47 47 |
| | Equipment..... | 5,301 91 | 4,815 51 |
| \$ 347,759 28 | Total..... | \$ 352,622 26 | \$ 4,863 98 |
| | WORKING ASSETS | | |
| \$ 1,736 44 | Cash..... | \$ 3,841 27 | \$ 2,104 83 |
| 845 48 | Net balance due from agents and conductors..... | 870 78 | 25 30 |
| 1,010 60 | Miscellaneous accounts receivable..... | 3,371 70 | 2,361 10 |
| \$ 3,592 52 | Total..... | \$ 8,083 75 | \$ 4,491 23 |
| 160,005 30 | PROFIT AND LOSS | | |
| \$ 511,357 10 | Balance..... | \$ 176,981 84 | \$ 16,976 54 |
| | Grand total..... | \$ 537,687 85 | \$ 26,330 75 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 100,000 00 | Capital stock..... | \$ 100,000 00 | |
| | WORKING LIABILITIES | | |
| \$ 86,174 18 | Loans and bills payable..... | \$ 113,645 25 | \$ 27,471 07 |
| 9,501 82 | Audited vouchers and wages unpaid..... | 6,537 50 | *2,964 32 |
| \$ 95,676 00 | Total..... | \$ 120,182 75 | \$ 24,506 75 |
| 315,681 10 | Reserve account..... | 317,505 10 | 1,824 00 |
| \$ 511,357 10 | Grand total..... | \$ 537,687 85 | \$ 26,330 75 |

*Decrease.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
THE STATE OF VIRGINIA.

Mails—United States mails are transported over this line and paid for in accordance with United States regulations governing compensation on basis of weight.

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | FREIGHT ORIGINATING ON THIS ROAD | | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|------------------------------------|----------------------------------|-----------------------------|---|-----------------------|-----------|
| | Delivered to Consignee | Delivered to Other Carriers | | NAME | |
| | Whole Tons | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | | |
| Grain..... | | | 600 | 600 | .40 |
| Flour..... | | | 1,000 | 1,000 | .67 |
| Other mill products..... | | | 175 | 175 | .11 |
| Hay..... | | | 550 | 550 | .37 |
| Fruit and vegetables..... | 10 | | 55 | 65 | .04 |
| Other products of agriculture..... | 2,000 | | | 2,000 | 1.34 |
| Total..... | 2,010 | | 2,380 | 4,390 | 2.93 |
| <i>Products of Animals:</i> | | | | | |
| Live stock..... | | | 20 | 20 | .01 |
| Dressed meats..... | | | 18 | 18 | .01 |
| Other packing-house products..... | | | 85 | 85 | .06 |
| Poultry, game and fish..... | | | 12 | 12 | .01 |
| Total..... | | | 135 | 135 | .09 |
| <i>Products of Mines:</i> | | | | | |
| Anthracite coal..... | | | 30 | 30 | .02 |
| Bituminous coal..... | | | 400 | 400 | .27 |
| Total..... | | | 430 | 430 | .29 |
| <i>Products of Forests:</i> | | | | | |
| Lumber..... | 140,422 | | | 140,422 | 93.89 |
| <i>Manufactures:</i> | | | | | |
| Sugar..... | | | 275 | 275 | .18 |
| Naval stores..... | | | 65 | 65 | .04 |
| Other castings and machinery..... | | | 100 | 100 | .07 |
| Bar and sheet metal..... | | | 70 | 70 | .05 |
| Cement, brick and lime..... | | | 250 | 250 | .17 |
| Agricultural implements..... | | | 15 | 15 | .01 |
| Wagons, carriages, tools, etc..... | | | 10 | 10 | .01 |
| Wines, liquors and beers..... | | | 22 | 22 | .01 |
| Household goods and furniture..... | | | 80 | 80 | .06 |
| Total..... | | | 887 | 887 | .59 |
| Merchandise..... | | | 3,300 | 3,300 | 2.21 |
| Total tonnage—State..... | 142,433 | | 7,132 | 149,564 | 100.00 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|---|-------------------|---------|--------|---------|
| | TRAINMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Struck by trains, locomotives, or cars..... | 2 | ----- | 2 | ----- |

Average number employed during year: Trainmen, 49; switch tenders, crossing tenders and watchmen, 2; stationmen, 9; shopmen, 24; trackmen, 52; other employees, 13; total, 149.

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|----------------------------------|-----------|-------|------------------|--|----------------------------------|-------------------------------|------------------|---------------------------|--|--------|----------------------------|---|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| Scotland..... | Dory..... | 28.10 | 35 | 4.00 | 24.00 | ----- | 13 | 6,500 | ----- | 13 | 5,500 | ----- |
| Bridges, Trestles, Tunnels, Etc. | | | | | | | | | | | | |
| ITEM | | | | | | NUMBER | AGGREGATE LENGTH | | MINIMUM LENGTH | | MAXIMUM LENGTH | |
| | | | | | | Feet | Feet | Feet | Feet | Feet | Feet | Feet |
| Trestles..... | | | | | | 5 | 1,040 | | 25 | | 700 | |

Gauge of track—3 feet; 28.10 miles; wood track, 3 feet; 39 miles.

Tidewater and Western Railroad Company

HISTORY

Exact name of common carrier making this report—Tidewater and Western Railroad Company.

Date of organization—June 30, 1905.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Under the laws of the State of Virginia. The State Corporation Commission granted a charter confirming to this company all the rights, privileges and franchises acquired by it as purchaser of the Farmville and Powhatan Railroad, and such other rights, privileges and franchises as are given by act of Assembly of Virginia, entitled "An act concerning corporations," which became a law May 21, 1903.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The Clover Hill Railroad Company was granted a charter by act of Assembly of Virginia passed February 5, 1841, and amended December 16, 1843, February 18, 1845, March 4, 1846, and March 15, 1858. That company built the first 18 miles of standard gauge road between Chester and Winterpock about 1846, and in 1867 extended its line from Chester 3 miles to Osborne on James river. The company was foreclosed in 1877 and sold to its bondholders, who reorganized it as the Brighthope Railway Company. The Brighthope Railway Company operated its 21 miles of standard gauge road until 1881, when it discarded its branch to Osborne, narrowed its gauge and extended its line from Chester 10 miles to Bermuda Hundred on James river, and also built 4 miles from Winterpock west to the Appomattox river, making 32 miles owned. The Farmville and Powhatan Railroad Company, in 1889 and 1890, built a narrow gauge road from Coalboro, a point on the Brighthope road, to Farmville, 63 miles. It subsequently purchased the railway of the Brighthope Railway Company and merged it with its own property. The Farmville and Powhatan Railroad was sold under foreclosure, June 7, 1905, and reorganized by the purchasers under the name Tidewater and Western Railroad Company.

Date and authority for each consolidation—The date of sale of the Clover Hill Railroad was June, 1877; the authority was the statute relating to foreclosures. The Brighthope Railway was sold July 23, 1889 under foreclosure. The authority to purchase was conferred on the Farmville and Powhatan Railroad by its charter. The Farmville and Powhatan Railroad was sold June 7, 1905, under the general statutes relating to foreclosures.

If a reorganized company, give name of original corporation and refer to laws under which it was organized. The name of the original corporation was Farmville and Powhatan Railroad Company, which was organized under the laws of the State of Virginia, by act of Assembly passed March 3, 1884, and amended March 5, 1888 and March 5, 1890.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-------------------------|-----------------------------|--|
| L. M. Williams..... | Richmond, Va..... | October 1, 1913, or until successor elected. |
| T. M. R. Talcott..... | Richmond, Va..... | |
| Wm. M. Habliston..... | Richmond, Va..... | |
| J. B. Beasley..... | Richmond, Va..... | |
| Thos. F. Jeffress..... | Richmond, Va..... | |
| John S. Ellett..... | Richmond, Va..... | |
| James N. Boyd..... | Richmond, Va..... | |
| John S. Williams..... | Richmond, Va..... | |
| B. Rand Wellford..... | Richmond, Va..... | |
| E. L. Bemiss..... | Richmond, Va..... | |
| C. Cabell Robinson..... | Wingina, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|--|--------------------------|
| President..... | L. M. Williams..... | Richmond, Va. |
| First Vice-President..... | T. M. R. Talcott..... | Richmond, Va. |
| Secretary..... | Wm. R. Storrs..... | Richmond, Va. |
| Treasurer..... | G. M. Wilson..... | Richmond, Va. |
| Attorney, or General Counsel..... | Munford, Hunton, Williams & Anderson..... | Richmond, Va. |
| Auditor..... | R. W. Duffer..... | Richmond, Va. |
| General Manager..... | T. M. R. Talcott..... | Richmond, Va. |
| General Freight Agent..... | F. B. Grigg..... | Richmond, Va. |
| General Passenger Agent..... | F. B. Grigg..... | Richmond, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, T. M. R. Talcott; title, Vice-President and General Manager; address, Richmond, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

- Date of last meeting of stockholders for election of directors—October 2, 1912.
Date of last closing of stock books before end of year for which this report is made—September 15, 1912.
Total number of stockholders of record at that date—17.
Has each share of stock one vote?—Yes.
Has any issue of securities contingent voting rights?—No.
Has any issue of securities special privileges in the election of directors?—No.
Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

ROAD OPERATED—STATE OF VIRGINIA.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|-------------------|-----------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Tidewater and Western Railroad Company..... | Bermuda, Va..... | Farmville, Va..... | | 89.14 |
| Branches and Spurs..... | Coalboro, Va..... | Winterpock, Va..... | 2.34 | |
| | Phaup, Va..... | Moseley Jct., Va..... | .60 | |
| | Chester, Va..... | A. C. L. Jct..... | .46 | 3.40 |
| Total mileage operated..... | | | | 92.54 |

Explanatory Remarks.

The apparent increase of .38 miles in length of line was ascertained by survey.

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|---|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| Mortgage Bonds: First mortgage gold cou- pon..... | 1905 | 1955 | \$ 600,000 | \$ 300,000 | | | | \$ 300,000 | 4 | J. & J. | \$ 12,000 00 | |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD By RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | | Amount Paid During the Year |
|--------------------------------|---------------------------------------|-------------|--------------------------|---------------------------------|---|---|-------------------------------------|------------------------|-----------------------------------|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THIS YEAR | | | |
| | | | | | | Charged to Income | Charged to Construction | | |
| Mortgage bonds..... | \$ 300,000 | | | | \$ 300,000 | \$ 12,000 00 | | | |
| PURPOSE OF THE ISSUE | | | | | | | | | |
| Issued for cash..... | | | | | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized | \$ 30,000 |
| Issued for reorganization..... | | | | | | | | | \$ 30,000 |
| Total..... | | | | | | | \$ 300,000 | | \$ 30,000 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|----------|
| | | To Railways | To Other Properties | Miles | Amount |
| | | | | | |
| Capital stock..... | \$ 300,000 | \$ 300,000 | ----- | 92.54 | \$ 3,242 |
| Funded debt..... | 300,000 | 300,000 | ----- | 92.54 | 3,242 |
| Total..... | \$ 600,000 | \$ 600,000 | ----- | 92.54 | \$ 6,484 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|---|---|---|-----------------------------|--|--|
| | From | To | Miles | | |
| First mortgage, gold, 4 per cent. coupon..... | Bermuda..... Coalboro..... Phaup..... Chester..... | Farmville..... Winterpock..... Moseley..... A. C. L. Junction..... | 89.14 2.34 .60 .46 | \$ 3,242 | Also all equipment and all other prop- erty owned by the company. |
| | | | 92.54 | | |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | Property Retired or Converted | Total |
|-------------------------------------|---|-------------------------------------|-------------|
| Bridges, trestles and culverts..... | \$ 3,246 67 | ----- | \$ 3,246 67 |
| Water and fuel stations..... | 1,368 25 | ----- | 1,368 25 |
| Equipment..... | 1,932 77 | \$ 1,018 00 | 934 77 |
| Total..... | \$ 6,547 69 | \$ 1,018 00 | \$ 5,549 69 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|--|---|---|
| I. ROAD: | | | | |
| Engineering..... | \$ 470 26 | ----- | \$ 2,634 83 | \$ 3,105 09 |
| Right of way and station grounds..... | ----- | ----- | 1,365 40 | 1,365 40 |
| Grading..... | ----- | ----- | 21 55 | 21 55 |
| Bridges, trestles and culverts..... | ----- | \$ 3,246 67 | 1,879 13 | 5,125 80 |
| Station buildings and fixtures..... | ----- | ----- | 175 00 | 175 00 |
| Water stations..... | ----- | 1,368 25 | ----- | 1,368 25 |
| Total..... | \$ 470 26 | \$ 4,614 92 | \$ 6,075 91 | \$ 11,161 09 |
| II. EQUIPMENT: | | | | |
| Steam locomotives..... | ----- | ----- | \$ 7,267 30 | \$ 7,267 30 |
| Passenger-train cars..... | ----- | ----- | 51 15 | 51 15 |
| Freight-train cars..... | ----- | \$ 934 77 | 4,277 37 | 5,212 14 |
| Total..... | ----- | \$ 934 77 | \$ 11,595 82 | \$ 12,530 59 |
| RECAPITULATION | | | | |
| I. Road..... | \$ 470 26 | \$ 4,614 92 | \$ 6,075 91 | \$ 11,161 09 |
| II. Equipment..... | ----- | 934 77 | 11,595 82 | 12,530 59 |
| Total—Entire line..... | \$ 470 26 | \$ 5,549 69 | \$ 17,671 73 | \$ 23,691 68 |
| Total—State of Virginia..... | \$ 470 26 | \$ 5,549 69 | \$ 17,671 73 | \$ 23,691 68 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|--|-------------------|
| | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 555,552 71 |
| Equipment..... | 61,381 85 |
| Investment since June 30, 1907..... | 23,691 68 |
| Total..... | \$ 640,626 24 |
| Reserve for accrued depreciation—Cr..... | 20,866 71 |
| Net total..... | \$ 619,759 53 |
| Cost per mile of line..... | 6,607 21 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|--|---------------|--------------|
| Rail operations—Revenues..... | \$ 106,535 35 | |
| Rail operations—Expenses..... | 89,996 92 | |
| Net revenue—Rail operations..... | | \$ 16,538 43 |
| Net railway operating revenue..... | | \$ 16,538 43 |
| Railway tax accruals..... | | 4,432 93 |
| Railway operating income..... | | \$ 12,105 50 |
| OTHER INCOME: | | |
| Miscellaneous income..... | | 4,856 00 |
| Gross income..... | | \$ 16,961 50 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Interest deductions for funded debt..... | \$ 12,000 00 | |
| Interest deductions for unfunded debt..... | 729 61 | |
| Total deductions..... | | 12,729 61 |
| Net income..... | | \$ 4,231 89 |
| Income balance transferred to credit of profit and loss..... | | \$ 4,231 89 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|--------------|--------------|
| Balance (at beginning of fiscal period)..... | \$ 18,972 70 | |
| Credit balance transferred from income account..... | | \$ 4,231 89 |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | | 14,740 81 |
| Total..... | \$ 18,972 70 | \$ 18,972 70 |

SECURITIES OWNED—STOCKS.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEGGED | | DIVIDENDS DECLARED | |
|---|--------------------|-----------------------|--------------------|--------|
| | Total Par Value | Cost or Book Value | Rate | Amount |
| Other than railway companies—Active: Virginia Warehouse Corporation..... | \$ 25,000 | \$ 25,000 00 | | |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | Par Value |
|--|-----------|
| Stocks: Stocks of other than railway companies..... | \$ 25,000 |

MISCELLANEOUS INCOME.

| SOURCE OF INCOME | AMOUNT |
|---|-------------|
| Proceeds from sale of standing timber on the land of the company..... | \$ 4,856 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|---------------|--|---------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 555,552 71 | Road..... | \$ 555,552 71 | |
| 61,381 85 | Equipment..... | 61,381 85 | |
| | Investment since June 30, 1907: | | |
| 6,075 91 | Road..... | 11,161 09 | \$ 5,085 18 |
| 11,505 82 | Equipment..... | 12,530 59 | 934 77 |
| \$ 634,606 29 | | \$ 640,626 24 | \$ 6,019 95 |
| 17,648 11 | Reserve for accrued depreciation—Cr..... | 20,866 71 | 3,218 60 |
| \$ 616,958 18 | Total..... | \$ 619,759 53 | \$ 2,801 35 |
| | <i>II. Securities:</i> | | |
| | Securities of proprietary, affiliated and controlled companies—Pledged: | | |
| | Stocks..... | \$ 25,000 00 | \$ 25,000 00 |
| | WORKING ASSETS | | |
| \$ 16,603 67 | Cash..... | \$ 16,048 88 | \$ *554 79 |
| 1,160 28 | Traffic and car-service balances due from other companies..... | 1,071 45 | *88 83 |
| 519 44 | Net balance due from agents and conductors..... | 405 19 | *114 25 |
| 640 64 | Miscellaneous accounts receivable..... | 13,029 32 | 12,388 68 |
| 6,304 82 | Materials and supplies..... | 6,730 47 | 425 65 |
| \$ 25,228 85 | Total..... | \$ 37,285 31 | \$ 12,056 46 |
| | DEFERRED DEBIT ITEMS | | |
| \$ 850 00 | Advances: | | |
| | Working funds..... | \$ 1,600 00 | \$ 750 00 |
| \$ 18,972 70 | PROFIT AND LOSS | | |
| \$ 662,009 73 | Balance..... | \$ 14,740 81 | \$ *4,231 89 |
| | Grand total..... | \$ 698,385 65 | \$ 36,375 92 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 300,000 00 | Common stock..... | \$ 300,000 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 300,000 00 | Mortgage bonds..... | \$ 300,000 00 | |
| | WORKING LIABILITIES | | |
| | Loans and bills payable..... | \$ 25,000 00 | \$ 25,000 00 |
| \$ 18 70 | Traffic and car-service balances due to other companies..... | 4 55 | *14 15 |
| 7,850 84 | Audited vouchers and wages unpaid..... | 7,196 15 | *652 69 |
| 54,000 00 | Matured interest, dividends and rents unpaid..... | 66,000 00 | 12,000 00 |
| \$ 61,869 54 | Total..... | \$ 98,202 70 | \$ 36,333 16 |
| | DEFERRED CREDIT ITEMS | | |
| \$ 140 19 | Other deferred credit items..... | \$ 182 95 | \$ 42 76 |
| \$ 662,009 73 | Grand total..... | \$ 698,385 65 | \$ 36,375 92 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 138 | 804 | 942 | 1.04 |
| Flour..... | 143 | 463 | 606 | .67 |
| Other mill products..... | 270 | 970 | 1,240 | 1.37 |
| Hay..... | 154 | 691 | 845 | .93 |
| Tobacco..... | 1,618 | ----- | 1,618 | 1.79 |
| Fruit and vegetables..... | 112 | 148 | 260 | .29 |
| Total..... | 2,435 | 3,076 | 5,511 | 6.09 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 210 | 3 | 213 | .23 |
| Dressed meats..... | 5 | ----- | 5 | .01 |
| Other packing-house products..... | 7 | 185 | 192 | .21 |
| Total..... | 222 | 188 | 410 | .45 |
| <i>Products of Mines:</i> | | | | |
| Bituminous coal..... | 122 | 155 | 277 | .30 |
| Stone, sand and other like articles..... | 21 | 77 | 98 | .11 |
| Total..... | 143 | 232 | 375 | .41 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 61,652 | 43 | 61,695 | 68.19 |
| Other products of forests..... | 16,151 | ----- | 16,151 | 17.85 |
| Total..... | 77,803 | 43 | 77,846 | 86.04 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 2 | 218 | 220 | .24 |
| Sugar..... | 3 | 178 | 181 | .20 |
| Other castings and machinery..... | 143 | 105 | 248 | .28 |
| Cement, brick and lime..... | 87 | 130 | 217 | .24 |
| Agricultural implements..... | 6 | 61 | 67 | .07 |
| Wagons, carriages, tools, etc..... | 9 | 53 | 62 | .07 |
| Wines, liquors and beers..... | 1 | 9 | 10 | .01 |
| Household goods and furniture..... | 90 | 111 | 201 | .22 |
| Other manufactures, fertilizers..... | 302 | 3,069 | 3,371 | 3.73 |
| Total..... | 643 | 3,934 | 4,577 | 5.06 |
| Merchandise..... | 29 | 513 | 542 | .60 |
| Miscellaneous: Other commodities not mentioned above..... | 703 | 516 | 1,219 | 1.35 |
| Total tonnage..... | 81,978 | 8,502 | 90,480 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|---|-------|
| | Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 135 | 2,842 | 94 | 3 | 307 |
| Hay..... | 438 | 7,744 | 539 | 3 | 960 |
| Bituminous coal..... | 256 | 3,049 | 183 | 3 | 002 |
| Lumber..... | 57,595 | 1,430,429 | 46,317 | 3 | 238 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|--|-------------------|---------|--------|---------|
| | TRAINMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Falling from trains, locomotives, or cars..... | ----- | 1 | ----- | 1 |

Average number employed during year: Trainmen, 19; switch tenders, crossing tenders and watchmen, 2; stationmen, 16; shopmen, 8; trackmen, 45; telegraph employees, 1; other employees, 15; total, 106.

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | OTHER PERSONS | |
|-------------------------------------|-------------------|---------|----------|---------|---------------|---------|
| | STATIONMEN | | TRACKMEN | | Killed | Injured |
| | Killed | Injured | Killed | Injured | | |
| Handling tools, machinery, etc..... | ----- | 1 | ----- | ----- | ----- | 1 |
| Other causes..... | ----- | ----- | ----- | 1 | ----- | 1 |
| Total..... | ----- | 1 | ----- | 1 | ----- | 2 |

| SUMMARY | TOTAL | |
|------------------------------------|--------|---------|
| | Killed | Injured |
| TABLE A: Railway employees..... | ----- | 1 |
| TABLE B: Railway employees..... | ----- | 2 |
| Grand total..... | ----- | 3 |

CHARACTERISTICS OF ROAD—ENTIRE LINE.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|-------------------------|-------|------------------|--|----------------------------------|-------------------------------|------------------|---------------------------|--|-------------------|----------------------------|---|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | | | | | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| Main Line: | | | | | | | | | | | | |
| Bermuda..... | Chester office..... | 10.73 | 19 | 2.96 | 7.77 | .98 | 20 | 221.0 | 7.59 | 11 | 49.0 | 2.16 |
| Chester..... | Jennings' Crossing..... | 15.41 | 22 | 3.76 | 11.65 | 2.11 | 29 | 263.5 | 7.47 | 29 | 147.5 | 5.83 |
| Jennings' Crossing..... | Phaup..... | 11.50 | 32 | 3.64 | 7.86 | 1.45 | 16 | 191.4 | 5.53 | 15 | 136.0 | 4.52 |
| Phaup..... | Farmville..... | 51.50 | 110 | 20.56 | 30.94 | 13.35 | 75 | 715.0 | 19.70 | 63 | 751.2 | 18.45 |
| Total..... | | 89.14 | 183 | 30.92 | 58.22 | 17.89 | 140 | 1,390.9 | 40.29 | 118 | 1,083.7 | 30.96 |
| Branches and Spurs: | | | | | | | | | | | | |
| Chester..... | A. C. L. Depot..... | .46 | 4 | .26 | .20 | .12 | | | | 5 | 22.0 | .34 |
| Jennings' Crossing..... | Winterpock..... | 2.34 | 7 | 1.02 | 1.32 | | 1 | 1.6 | .15 | 8 | 92.6 | 2.19 |
| Phaup..... | Moseley Junction..... | .60 | 3 | .44 | .16 | .10 | | | | 3 | 29.7 | .60 |
| Total..... | | 3.40 | 14 | 1.72 | 1.68 | .22 | 1 | 1.6 | .15 | 16 | 144.3 | 3.03 |
| Grand total..... | | 92.54 | 197 | 32.64 | 59.90 | 18.11 | 141 | 1,392.5 | 40.44 | 134 | 1,228.0 | 33.99 |

CHARACTERISTICS OF ROAD—ENTIRE LINE—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | NUMBER | AGGREGATE LENGTH | | MINIMUM LENGTH | | MAXIMUM LENGTH | |
|---------------|--------|------------------|--|----------------|--|----------------|--|
| | | Feet | | Feet | | Feet | |
| Bridges: | | | | | | | |
| Iron..... | 4 | 342 | | 30 | | 115 | |
| Trestles..... | 6 | 1,834 | | 37 | | 934 | |

Gauge of track, 3 feet; 92.54 miles.

TELEGRAPH.

Owned by Company making this Report.

| OPERATED BY THIS COMPANY | | | OPERATED BY ANOTHER COMPANY | | |
|--------------------------|---------------|--|-----------------------------|---------------|---------------------------------|
| TOTAL | | | | | |
| Miles of Line | Miles of Wire | | Miles of Line | Miles of Wire | Name of Operating Company |
| 92.54 | 95.48 | | 92.54 | 95.48 | Postal Telegraph Cable Company. |

Valley Railroad Company of Virginia

HISTORY

Exact name of common carrier making this report—Valley Railroad Company of Virginia.

Date of organization—June 28, 1871.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Under laws of State of Virginia; Acts 1865 and 1866, chapter 207, passed February, 1866; amendments 1866 and 1867, chapter 284, passed March 1867; Acts 1869 and 1870, chapter 31, passed March 1870; Acts 1875 and 1876, chapter 51, passed February 10, 1876.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not a consolidated company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-----------------------|-----------------------------|------------------------------------|
| Jacob W. Hook..... | Baltimore, Md..... | October, 1913. |
| Oscar G. Murray..... | Baltimore, Md..... | |
| Geo. F. Randolph..... | Baltimore, Md..... | |
| Thos. J. Shryock..... | Baltimore, Md..... | |
| David B. Stewart..... | Baltimore, Md..... | |
| Daniel Willard..... | Baltimore, Md..... | |
| C. W. Woolford..... | Baltimore, Md..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------------------------|-------------------------|--------------------------|
| President..... | Daniel Willard..... | Baltimore, Md. |
| Vice-President..... | H. L. Bond, Jr..... | Baltimore, Md. |
| Secretary..... | C. W. Woolford..... | Baltimore, Md. |
| Treasurer..... | J. V. McNeal..... | Baltimore, Md. |
| Auditor..... | J. L. Kirk..... | Baltimore, Md. |
| General Manager..... | C. W. Galloway..... | Baltimore, Md. |
| Chief Engineer..... | F. L. Stuart..... | Baltimore, Md. |
| General Superintendent..... | F. E. Blaser..... | Baltimore, Md. |
| Division Superintendent..... | G. D. Brooke..... | Winchester, Va. |
| Freight Traffic Manager..... | C. S. Wight..... | Baltimore, Md. |
| Passenger Traffic Manager..... | O. P. McCarty..... | Baltimore, Md. |
| General Freight Agent..... | H. R. Lewis..... | Baltimore, Md. |
| General Passenger Agent..... | G. W. Squiggins..... | Baltimore, Md. |
| Superintendent of Telegraph..... | C. Selden..... | Baltimore, Md. |
| Real Estate Agent..... | J. D. McCubbin, Jr..... | Baltimore, Md. |

Officer to whom correspondence concerning this report should be addressed: Name, J. L. Kirk; title, Auditor; address, Baltimore, Md.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—October 11, 1912.

Date of last closing of stock books before end of year for which this report is made—Do not close.

Total number of stockholders of record—86.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—The Baltimore and Ohio Railroad Company.

(c) The manner in which control was established—Ownership of majority capital stock.

(d) The extent of control—63 per cent.

(e) Whether control was direct or indirect—Direct.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|------------------------|------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Valley R. R. of Virginia... | Harrisonburg, Va..... | East Lexington, Va.... | 61.00 | |
| Joint with Chesapeake and Ohio Railway..... | East Lexington, Va.... | Lexington, Va..... | 1.12 | |
| Total..... | ----- | ----- | ----- | 62.12 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Miscellaneous Investments—Physical Property.

| DESIGNATION | Character of Business | State or Territory | Net Investment |
|---------------------------|-----------------------|--------------------|----------------|
| Augusta Fair Grounds..... | ----- | Virginia..... | \$ 4,123 93 |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|---|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| Mortgage Bonds: | 1881 | 1921 | \$ 1,000,000 | \$ 750,000 | | | | \$ 750,000 | 6 | A. & O. | \$ 45,000 00 | |
| First mortgage..... | | | | | | | | | | | | |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | |
|-------------------------------|-------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|-----------------------------------|----------------------------|-----------------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year |
| | | | | | | Charged to Income | Charged to Construction | |
| Mortgage bonds..... | \$ 750,000 | | | | \$ 750,000 | \$ 45,000 00 | | |

Explanatory Remarks.

A large amount of construction work was done along the line from Harrisonburg to Salem, which exhausted the paid-in subscription. Part of the counties, towns and citizens of the Valley subscribed to the capital stock, but owing to financial difficulties, and disputes as to route, construction, etc., many failed to pay, causing construction work to cease. In 1881-1882 the Baltimore and Ohio Railroad Company took charge and completed the line from Harrisonburg to Lexington, 62 miles. This work was financed through an issue of first mortgage bonds, amounting to \$750,000.

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | Assignment | | Amount Paid MILE OF LINE | |
|--------------------|-----------------------------|--------------|---------------------|--------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 2,731,914 | \$ 2,731,914 | ..... | 61.56 | \$ 44,216 |
| Funded debt..... | 750,000 | 750,000 | ..... | 61.56 | 12,183 |
| Total..... | \$ 3,471,914 | \$ 3,471,914 | ..... | 61.56 | \$ 56,399 |

Explanatory Remarks.

Under road operated we report as follows:

Valley Railroad Company of Virginia.....61.00 miles
 Joint with Chesapeake and Ohio Railway Company.....*1.12 miles

*One-half of this mileage is covered by capital stock and funded debt.

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage Paid Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|-----------------------------------|--------------------------|----------------|--------|--------------------------------------|---|
| | From | To | Miles | | |
| First mortgage bonds..... | Harrisonburg, Va..... | Salem, Va..... | 114.00 | \$ 6,579 | Mortgage covers all things or property of any kind, real or personal, belonging to or designed for use in connection with the Valley Railroad Company of Virginia and its branches, including income. |

**EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.**

| ACCOUNT | From Cash or Other Working Assets | Total |
|---|---|-------------|
| Right of way and station grounds..... | \$ 200 00 | \$ 200 00 |
| Bridges, trestles and culverts..... | 1,651 30 | 1,651 30 |
| Station buildings and fixtures..... | 5,447 16 | 5,447 16 |
| Shops, enginehouses and turntables..... | 233 78 | 233 78 |
| Water and fuel stations..... | 43 29 | 43 29 |
| Total..... | \$ 7,875 53 | \$ 7,875 53 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1913 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Engineering..... | \$ 450 42 | \$ 769 82 | \$ 1,220 24 |
| Right of way and station grounds..... | 200 00 | 2,803 80 | 2,803 80 |
| Grading..... | | 328 39 | 328 39 |
| Bridges, trestles and culverts..... | 1,584 15 | 3,204 19 | 4,788 24 |
| Ties..... | | 133 55 | 133 55 |
| Rails..... | | 287 54 | 287 54 |
| Frogs and switches..... | | 110 00 | 110 00 |
| Track fastenings and other material..... | | 26 65 | 26 65 |
| Track laying and surfacing..... | | 79 96 | 79 96 |
| Crossings and signs..... | | 1,237 21 | 1,237 21 |
| Interlocking and other signal apparatus..... | | 738 30 | 738 30 |
| Station buildings and fixtures..... | 5,063 89 | 24,686 80 | 29,750 69 |
| Shops, enginehouses and turntables..... | 233 78 | 216 17 | 449 95 |
| Water stations..... | 43 29 | | 43 29 |
| Miscellaneous structures..... | | 158 53 | 158 53 |
| Sidings..... | | 986 42 | 986 42 |
| Total..... | \$ 7,575 53 | \$ 35,567 23 | \$ 43,142 76 |
| RECAPITULATION | | | |
| I. Road..... | \$ 7,575 53 | \$ 35,567 23 | \$ 43,142 76 |
| Total—Entire line..... | \$ 7,575 53 | \$ 35,567 23 | \$ 43,142 76 |
| Total—State of Virginia..... | \$ 7,575 53 | \$ 35,567 23 | \$ 43,142 76 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | Amount |
|-------------------------------------|--------------------------------------|
| | Entire Line and State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 3,353,119 09 |
| Investment since June 30, 1907..... | 43,142 76 |
| Total..... | \$ 3,396,261 85 |
| Net total..... | \$ 3,396,261 85 |
| Cost per mile of line..... | 54,672 60 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|---|---------------|---------------|
| Rail operations—Revenues..... | \$ 206,168 84 | |
| Rail operations—Expenses..... | 255,140 31 | |
| Net deficit—Rail operations..... | | \$ 48,976 47 |
| Net railway operating deficit..... | | \$ 48,976 47 |
| Railway tax accruals..... | | 10,650 97 |
| Railway operating loss..... | | \$ 59,627 44 |
| OTHER INCOME: | | |
| Joint facility rent income..... | \$ 1,512 75 | |
| Miscellaneous rent income..... | 594 76 | |
| Income from unfunded securities and accounts..... | 11 13 | |
| | | 2,118 64 |
| Gross loss..... | | \$ 57,508 80 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Joint facility rent deductions..... | \$ 731 74 | |
| Interest deductions for funded debt..... | 45,000 00 | |
| Total deductions..... | | 45,731 74 |
| Net loss..... | | \$ 103,240 54 |
| Income balance transferred to debit of profit and loss..... | | \$ 103,240 54 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|---------------|---------------|
| Balance (at beginning of fiscal period)..... | \$ 743,628 76 | |
| Debit balance transferred from income account..... | 103,240 54 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | | \$ 846,869 30 |
| Total..... | \$ 846,869 30 | \$ 846,869 30 |

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

Advances for Proprietary, Affiliated and Controlled Companies.

| NAME OF COMPANY | AMOUNT |
|--|--------------|
| Baltimore and Ohio Railroad Company..... | \$ 37,291 19 |

Temporary Advances for Various Purposes.

| NAME OF COMPANY | AMOUNT |
|--|--------------|
| Baltimore and Ohio Railroad Company..... | \$ 31,240 52 |

RENTS RECEIVABLE.

Joint Facility Rent Income.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|---|-----------------------|--------------------------------|-------------|
| <i>Yards and Terminals:</i> Passenger station..... | Harrisonburg, Va..... | Southern Railway Company.... | \$ 902 84 |
| <i>Other Facilities:</i> Property..... | Lexington, Va..... | Chesapeake and Ohio Ry. Co.... | 609 91 |
| Total..... | | | \$ 1,512 75 |

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Amount |
|--------------------------------------|-------------------------------|-----------|
| Land, Cave Station, Va..... | Rockland Milling Company..... | \$ 17 00 |
| Land, Cave Station, Va..... | S. J. Cline..... | 17 00 |
| Land, Fort Defiance, Va..... | Maggie Crawford..... | 10 00 |
| Land, Fort Defiance, Va..... | Knightly Milling Company..... | 10 00 |
| Land, Tiber Ridge, Va..... | F. L. McClung & Company..... | 15 00 |
| Land, Staunton, Va..... | W. H. Marple..... | 18 00 |
| Land, Cave Station, Va..... | Hinegardner & Earman..... | 14 00 |
| Land, Lexington, Va..... | Davidson Bros..... | 10 00 |
| Land, Mt. Crawford, Va..... | J. F. Crown..... | 10 00 |
| Land, Staunton, Va..... | Mrs. Ellen Groghan..... | 14 00 |
| Land, Lexington, Va..... | Robinson & Hutton..... | 16 25 |
| Land, Greenville, Va..... | Shultz & Clarke..... | 17 00 |
| Land, Fairfield, Va..... | J. T. Patton..... | 20 00 |
| Pipe, Lexington, Va..... | Standard Oil Company..... | 13 00 |
| Sundries..... | | 303 51 |
| Total..... | | \$ 594 76 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|---|-----------------------|------------------------------|-----------|
| <i>Yards and Terminals:</i> Freight station..... | Harrisonburg, Va..... | Southern Railway Company.... | \$ 731 74 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All extensions of road put in operation—Sidings—Extensions—Passing 0.01 miles.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|-----------------|---|-----------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 3,353,119 09 | Road..... | \$ 3,353,119 09 | |
| 35,567 23 | Investment since June 30, 1907: | 43,142 76 | \$ 7,575 53 |
| | Road..... | | |
| \$ 3,388,686 32 | Total..... | \$ 3,396,261 85 | \$ 7,575 35 |
| | <i>III. Other Investments:</i> | | |
| | Miscellaneous investments: | | |
| \$ 4,123 93 | Physical property..... | \$ 4,123 93 | |
| | WORKING ASSETS | | |
| \$ 27,000 02 | Miscellaneous accounts receivable..... | | \$ *27,000 02 |
| | DEFERRED DEBIT ITEMS | | |
| \$ 1,940 82 | Other deferred debit items..... | \$ 1,940 82 | |
| | PROFIT AND LOSS | | |
| \$ 743,628 76 | Balance..... | \$ 846,869 30 | \$ 103,240 54 |
| \$ 4,165,379 85 | Grand total..... | \$ 4,249,195 90 | \$ 83,816 05 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 2,715,400 00 | Common stock..... | \$ 2,715,400 00 | |
| 6,514 19 | Receipts outstanding for installments paid.. | 6,514 19 | |
| \$ 2,721,914 19 | Total..... | \$ 2,721,914 19 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 750,000 00 | Mortgage bonds..... | \$ 750,000 00 | |
| 29,715 66 | Obligations for advances received for construction, equipment and betterments.... | 37,291 19 | \$ 7,575 53 |
| \$ 779,715 66 | Total..... | \$ 787,291 19 | \$ 7,575 53 |
| | WORKING LIABILITIES | | |
| \$ 662,500 00 | Matured interest, dividends and rents unpaid | \$ 667,500 00 | \$ 45,000 00 |
| | Working advances due to other companies.. | 31,240 52 | 31,240 52 |
| \$ 662,500 00 | Total..... | \$ 728,740 52 | \$ 76,240 52 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 11,250 00 | Unmatured interest, dividends and rents payable..... | \$ 11,250 00 | |
| \$ 4,165,379 85 | Grand total..... | \$ 4,249,195 90 | \$ 83,816 05 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 6,792 | 11,176 | 17,968 | 8.14 |
| Flour..... | 11,324 | 1,831 | 13,155 | 5.96 |
| Other mill products..... | 916 | 566 | 1,482 | .67 |
| Hay..... | 6,001 | 1,713 | 7,713 | 3.49 |
| Fruit and vegetables..... | 2,313 | 794 | 3,107 | 1.41 |
| Other products of agriculture..... | 4,796 | 300 | 5,096 | 2.31 |
| Total..... | 32,141 | 16,369 | 48,510 | 21.96 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 5,679 | 901 | 6,580 | 2.96 |
| Dressed meats..... | ----- | 273 | 273 | .12 |
| Other packing-house products..... | 63 | 267 | 330 | .15 |
| Poultry, game and fish..... | 30 | 66 | 96 | .04 |
| Wool..... | ----- | 42 | 42 | .02 |
| Hides and leather..... | 62 | 817 | 879 | .40 |
| Other products of animals..... | 37 | ----- | 37 | .02 |
| Total..... | 5,871 | 2,366 | 8,237 | 3.73 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | ----- | 554 | 554 | .25 |
| Bituminous coal..... | ----- | 28,667 | 28,667 | 12.99 |
| Coke..... | ----- | 109 | 109 | .05 |
| Stone, sand and other like articles..... | 3,178 | 3,431 | 6,609 | 3.00 |
| Other products of mines..... | ----- | 2,424 | 2,424 | 1.10 |
| Total..... | 3,178 | 35,185 | 38,363 | 17.39 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 11,872 | 10,845 | 22,717 | 10.30 |
| Other products of forests..... | 11,651 | 567 | 12,208 | 5.53 |
| Total..... | 23,523 | 11,402 | 34,925 | 15.83 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 38 | 834 | 872 | .39 |
| Sugar..... | 192 | 1,614 | 1,806 | .82 |
| Naval stores..... | 1,091 | 963 | 2,054 | .93 |
| Iron, pig and bloom..... | 171 | 715 | 886 | .40 |
| Iron and steel rails..... | 1,023 | 1,541 | 2,564 | 1.16 |
| Other castings and machinery..... | 1,730 | 3,063 | 4,793 | 2.16 |
| Bar and sheet metal..... | 297 | 3,431 | 3,728 | 1.68 |
| Cement, brick and lime..... | 548 | 9,926 | 10,474 | 4.75 |
| Agricultural implements..... | 99 | 447 | 546 | .25 |
| Wagons, carriages, tools, etc..... | 42 | 194 | 236 | .11 |
| Wines, liquors and beers..... | 13 | ----- | 13 | .01 |
| Household goods and furniture..... | 104 | 187 | 291 | .13 |
| Other manufactures..... | 9,974 | 13,429 | 23,403 | 10.61 |
| Total..... | 15,311 | 36,324 | 51,635 | 23.40 |
| Merchandise..... | 9,939 | 8,928 | 18,867 | 8.55 |
| Miscellaneous: Other commodities not mentioned above..... | 3,622 | 16,496 | 20,118 | 9.13 |
| Total tonnage..... | 93,585 | 127,072 | 220,657 | 100.00 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|----------------------------|-------------------|---------|--------|---------|
| | TRAINMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Overhead obstructions..... | ----- | 1 | ----- | 1 |
| Other causes..... | ----- | 1 | ----- | 1 |
| Total..... | ----- | 2 | ----- | 2 |

Average number employed during year: Trainmen, 20; switch tenders, crossing tenders and watchmen, 1; stationmen, 34; shopmen, 4; trackmen, 80; telegraph employees, 7; other employees, 32; total, 196.

| KIND OF ACCIDENT | OTHER PERSONS | | | |
|---|--------------------|---------|--------|---------|
| | NOT TRESPASSING | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Struck by trains, locomotives, or cars: At stations..... | ----- | 1 | ----- | 1 |

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | |
|---|-------------------|---------|---------|---------|----------|---------|--------------------|---------|--------|---------|
| | STATIONMEN | | SHOPMEN | | TRACKMEN | | OTHER EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Handling, tools, machinery, etc..... | ----- | ----- | ----- | ----- | ----- | 2 | ----- | ----- | ----- | 2 |
| Handling supplies, etc..... | ----- | 1 | ----- | ----- | ----- | 18 | ----- | 2 | ----- | 21 |
| Getting on or off locomotives, or cars at rest..... | ----- | ----- | ----- | 2 | ----- | ----- | ----- | ----- | ----- | 2 |
| Other causes..... | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- | 1 |
| Total..... | ----- | 1 | ----- | 3 | ----- | 20 | ----- | 2 | ----- | 26 |

| SUMMARY | | TOTAL | |
|------------------------|-------|--------|---------|
| | | Killed | Injured |
| TABLE A: | | | |
| Railway employees..... | ----- | ----- | 2 |
| Other persons..... | ----- | ----- | 1 |
| TABLE B: | | | |
| Railway employees..... | ----- | ----- | 26 |
| Grand total..... | ----- | ----- | 29 |

CHARACTERISTICS OF ROAD—ENTIRE LINE—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|------------------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| BRIDGES: | | | | | | |
| Stone..... | 8 | 124 | 10 | 28 | | |
| Iron..... | 22 | 1,883 | 10 | 149 | | |
| Wooden..... | 5 | 69 | 11 | 20 | | |
| Concrete..... | 2 | 20 | 10 | 10 | | |
| Total..... | 37 | 2,096 | | | | |
| Trestles..... | 22 | 2,947 | 21 | 970 | | |
| OVERHEAD HIGHWAY CROSSINGS: | | | | | | |
| Bridges..... | 2 | | | | 19 | 3 |
| Trestles..... | 6 | | | | 17 | |
| Total..... | 8 | | | | | |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | |
| Bridges..... | 1 | | | | 19 | 2 |

Gauge of track—4 feet, 8½ inches; 62.12 miles.

TELEGRAPH.

Owned by Company making this Report.

| TOTAL | | OPERATED BY ANOTHER COMPANY | | |
|---------------|---------------|-----------------------------|---------------|-----------------------------|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire | Name of Operating Company |
| ----- | 124.2 | ----- | 124.2 | Western Union Telegraph Co. |

Virginia-Carolina Railway Company

HISTORY

Exact name of common carrier making this report—Virginia-Carolina Railway Company.

Date of organization—January 19, 1900.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia. Acts of Assembly, 1887, page 89; Acts of Assembly, 1895 and 1896, page 777; Acts of Assembly, 1897 and 1898, page 664; Acts of Assembly, 1899 and 1900.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not a consolidated company.

Date and authority for each consolidation—Not a consolidated company.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—Abingdon Coal and Iron Railroad Company; laws of State of Virginia, Act of Assembly, 1887, page 89. Re-organized on account of financial failure of original company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-----------------------|---|------------------------------------|
| W. E. Mingea..... | Abingdon, Va..... | January 13, 1913. |
| Geo. E. Penn..... | Abingdon, Va..... | |
| J. W. Bell..... | Abingdon, Va..... | |
| L. E. Johnson..... | Roanoke, Va..... | |
| N. D. Maher..... | Roanoke, Va..... | |
| Wm. G. Macdowell..... | Philadelphia, Pa., Arcade Building..... | |
| Jos. I. Doran..... | Philadelphia, Pa., Arcade Building..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|-------------------------|--------------------------|
| President..... | W. E. Mingea..... | Abingdon, Va. |
| Vice-President..... | Wm. G. Macdowell..... | Philadelphia, Pa. |
| Secretary..... | E. W. Potts..... | Abingdon, Va. |
| Treasurer..... | Jos. B. Lacy..... | Roanoke, Va. |
| Attorney, or General Counsel..... | White, Penn & Penn..... | Abingdon, Va. |
| Comptroller..... | Jos. W. Cox..... | Roanoke, Va. |
| Auditor..... | T. C. Lavinder..... | Abingdon, Va. |
| General Manager..... | W. E. Mingea..... | Abingdon, Va. |
| General Superintendent..... | E. P. Kinsel..... | Abingdon, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, T. C. Lavinder; title, Auditor; address, Abingdon, Va.

Explanatory Remarks.

The duties of general freight and passenger agent are assumed and performed by the general superintendent.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—January 21, 1913.

Date of last closing of stock books before end of year for which this report is made—January 11, 1913.

Total number of stockholders of record at that date—8.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—Norfolk and Western Railway Company.

(c) The manner in which control was established—By purchase of stock.

(d) The extent of control—51 per cent. of capital stock.

(e) Whether control was direct or indirect—Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|--|--|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Virginia-Carolina Rail- way Company..... | Abingdon, Va..... Damascus, Va..... | Grassy Ridge, Va..... Beaver Dam Creek Bridge..... | 27.63 .27 | 27.90 |
| <i>Trackage Rights:</i> White Top Railway Co.... | Grassy Ridge, Va..... | Konnarock, Va..... | 2.00 | 2.00 |
| Total..... | ..... | ..... | ..... | 29.90 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Miscellaneous Investments—Physical Property.

| DESIGNATION | Net Investment |
|--------------------------------------|----------------|
| Old rail rented at Damascus, Va..... | \$ 281 00 |

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OPERATING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|----------------------------------|---------------|--------------------|---|-----------------|--|-------------------------------|
| | | Date | TERM | | | |
| | | | From | To | | |
| Beaver Dam Railroad Company..... | 1.60 | Dec. 18, 1909.. | Beaver Dam Creek Bridge, Damascus, Va., 25 years. | State line..... | \$500.00 each lease, 25 years, \$50.00 per month for two years, and such longer period as the Laurel Railway Company may want to operate its trains over said track, and \$25.00 per month during residue of lease. Beaver Dam Railroad Company to maintain tracks and assume all risks and liabilities arising from accidents, etc. | |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|---|----------|-------------------|---|--------------------------------------|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid During the Year |
| Mortgage Bonds: First mortgage..... | 1900 | 1950 | \$ 180,000 | \$ 180,000 | ..... | ..... | ..... | \$ 180,000 | 5 | M. & N. | \$ 9,000 00 | \$ 9,000 00 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD BY RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | |
|--|---------------------------------------|-------------|--------------------------|---------------------------------|---|-------------------------------------|----------------------------|-----------------------------------|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year |
| | | | | | | Charged to Income | Charged to Construction | |
| | | | | | | | | |
| Mortgage bonds..... | \$ 180,000 | | | | \$ 180,000 | \$ 9,000 00 | | \$ 9,000 00 |
| PURPOSE OF THE ISSUE | | | | | | | | |
| Total Par Value Issued During the Year | | | | | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized | |
| Issued for cash..... | | | | | | \$ 180,000 | \$ 180,000 | \$ 180,000 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 500,000 | \$ 500,000 | ----- | 29.50 | \$ 16,949 |
| Funded debt..... | 180,000 | 180,000 | ----- | 29.50 | 6,102 |
| Total..... | \$ 680,000 | \$ 680,000 | ----- | 29.50 | \$ 23,051 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage Per Mile of Line |
|---|--------------------------|------------------------|-------|--|
| | From | To | Miles | |
| First mortgage bonds. | Abingdon, Va..... | Taylors Valley, Va.... | 22.43 | ----- |
| | Damascus, Va..... | State line, Va.-Tenn.. | 1.87 | ----- |
| Total..... | ----- | ----- | 24.30 | \$ 7,407 |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | Total |
|---|---|-----------|
| Right of way and station grounds..... | \$ 3 65 | \$ 3 65 |
| Widening cuts and fills..... | 269 90 | 269 90 |
| Bridges, trestles and culverts..... | 120 07 | 120 07 |
| Station buildings and fixtures..... | 174 22 | 174 22 |
| Shops, enginehouses and turntables..... | 276 74 | 276 74 |
| Other additions and betterments..... | 28 04 | 28 04 |
| Total..... | \$ 872 62 | \$ 872 62 |

STATE OF VIRGINIA.

| | | |
|---|-----------|-----------|
| Right of way and station grounds..... | \$ 273 55 | \$ 273 55 |
| Bridges, trestles and culverts..... | 120 07 | 120 07 |
| Station buildings and fixtures..... | 174 22 | 174 22 |
| Shops, enginehouses and turntables..... | 276 74 | 276 74 |
| Other additions and betterments..... | 28 04 | 28 04 |
| Total—State of Virginia..... | \$ 872 62 | \$ 872 62 |

Explanatory Remarks.

The amount shown above under "other additions and betterments" \$28.04, represents amount expended for permanent improvements to the company's section masters dwelling house at Barron, Va.

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | From Cash or Other Working Assets | | | |
| I. ROAD: | | | | |
| Engineering..... | \$ 36,306 73 | | | \$ 36,306 73 |
| Right of way and station grounds..... | 31,436 13 | \$ 273 55 | \$ 2,587 74 | 34,297 42 |
| Real estate..... | | | 2,272 00 | 2,272 00 |
| Grading..... | 71,295 20 | | 988 27 | 72,293 47 |
| Bridges, trestles and culverts..... | 23,537 70 | 120 07 | 2,268 01 | 25,925 78 |
| Ties..... | 11,750 79 | | 195 70 | 11,946 49 |
| Rails..... | 107 45 | | 1,211 07 | 1,318 52 |
| Track fastenings and other material..... | | | 102 73 | 102 73 |
| Track laying and surfacing..... | | | 273 49 | 273 49 |
| Roadway tools..... | 192 95 | | 17 72 | 210 67 |
| Fencing right of way..... | | | 17 35 | 17 35 |
| Telegraph and telephone lines..... | 53 10 | | | 53 10 |
| Station buildings and fixtures..... | | 174 22 | 265 55 | 439 77 |
| General office buildings and fixtures..... | 638 25 | | 2,057 88 | 2,696 13 |
| Shops, enginehouses and turn- tables..... | | 276 74 | 568 39 | 845 13 |
| Water stations..... | | | 130 19 | 130 19 |
| Miscellaneous structures..... | | 28 04 | 59 07 | 87 11 |
| Transportation of men and material..... | 18 54 | | | 18 54 |
| Cost of road purchased..... | 57,000 00 | | 7,880 50 | 64,880 50 |
| Total..... | \$ 232,336 84 | \$ 872 62 | \$ 20,905 66 | \$ 254,115 12 |
| II. EQUIPMENT: | | | | |
| Steam locomotives..... | | | \$ 9,984 94 | \$ 9,984 94 |
| Passenger-train cars..... | | | 3,132 27 | 3,132 27 |
| Freight-train cars..... | \$ 1,524 35 | | 1,776 43 | 3,300 78 |
| Work equipment..... | | | 476 03 | 476 03 |
| Total..... | \$ 1,524 35 | | \$ 15,369 67 | \$ 16,894 02 |
| III. GENERAL EXPENDITURES: | | | | |
| Law expenses..... | \$ 2,403 10 | | | \$ 2,403 10 |
| Stationery and printing..... | 215 81 | | | 215 81 |
| Insurance..... | 2 56 | | | 2 56 |
| Interest and commissions..... | 979 68 | | | 979 68 |
| Other expenditures..... | 1,765 77 | | | 1,765 77 |
| Total..... | \$ 5,366 92 | | | \$ 5,366 92 |
| RECAPITULATION | | | | |
| I. Road..... | \$ 232,336 84 | \$ 872 62 | \$ 20,905 66 | \$ 254,115 12 |
| II. Equipment..... | 1,524 35 | | 15,369 67 | 16,894 02 |
| III. General expenditures..... | 5,366 92 | | | 5,366 92 |
| Total—Entire line..... | \$ 239,228 11 | \$ 872 62 | \$ 36,275 33 | \$ 276,376 06 |
| Total—State of Virginia..... | \$ 178,191 02 | \$ 872 62 | \$ 36,275 33 | \$ 215,338 97 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE —CONTINUED.

Explanatory Remarks.

The amount, \$57,000, under item "cost of road purchased" represents the conversion of the entire capital stock of the Virginia-Carolina and Southern Railway Company, purchased out of income of the respondent, into property investment, road, since June 30, 1907.

At a meeting of the stockholders of the Virginia-Carolina and Southern Railway Company at Roanoke, Va., March 8, 1913, resolutions of dissolution of the company were drawn up and adopted and application made to the Virginia Corporation Commission for dissolution of the company, which was granted by the Commission, March 17, 1913.

The board of directors of the Virginia-Carolina Railway Company at a meeting held at Roanoke, Va., October 9, 1912, (the directors of both the Virginia-Carolina and Southern Railway Company and the Virginia-Carolina Railway Company, being composed of the same gentlemen) in anticipation of the dissolution of the Virginia-Carolina and Southern Railway Company passed and adopted the following resolution of purchase:

"Resolved, That the officials of this company be and they are hereby respectively authorized to adjust and settle all accounts between this company and the Virginia-Carolina and Southern Railway Company, and to do and to cause to be done from time to time whatever may be deemed necessary or advisable to carry the said purchase into effect. .

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—STATE OF VIRGINIA.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | Through Issue of Securities | | | |
| I. Road: | | | | |
| Engineering..... | \$ 5,841 03 | | | \$ 5,841 03 |
| Right of way and station grounds..... | 3,693 22 | \$ 273 55 | \$ 2,587 74 | 6,554 51 |
| Real estate..... | | | 2,272 00 | 2,272 00 |
| Grading..... | 71,295 20 | | 998 27 | 72,293 47 |
| Bridges, trestles and culverts..... | 22,324 10 | 120 07 | 2,268 01 | 24,712 18 |
| Ties..... | 10,297 82 | | 195 70 | 10,493 52 |
| Rails..... | 107 45 | | 1,211 07 | 1,318 52 |
| Track fastenings and other material..... | | | 102 73 | 102 73 |
| Track laying and surfacing..... | | | 273 49 | 273 49 |
| Roadway tools..... | 31 04 | | 17 72 | 48 76 |
| Fencing right of way..... | | | 17 35 | 17 35 |
| Telegraph and telephone lines | 53 10 | | | 53 10 |
| Station buildings and fixtures | | 174 22 | 265 55 | 439 77 |
| General office buildings and fixtures..... | 638 25 | | 2,057 88 | 2,696 13 |
| Shops, enginehouses and turntables..... | | 276 74 | 568 39 | 845 13 |
| Water stations..... | | | 130 19 | 130 19 |
| Miscellaneous structures..... | | 28 04 | 59 07 | 87 11 |
| Transportation of men and material..... | 18 54 | | | 18 54 |
| Cost of road purchased..... | 57,000 00 | | 7,880 50 | 64,880 50 |
| Total—State of Virginia | \$ 171,299 75 | \$ 872 62 | \$ 20,905 66 | \$ 193,078 03 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|---------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 661,730 14 | \$ 661,730 14 |
| Equipment..... | 16,992 86 | 16,992 86 |
| Investment since June 30, 1907..... | 276,376 06 | 215,338 97 |
| Total..... | \$ 955,099 06 | \$ 894,061 97 |
| Reserve for accrued depreciation—Cr..... | 9,701 79 | 9,701 79 |
| Net total..... | \$ 945,397 27 | \$ 884,360 18 |
| Cost per mile of line..... | 25,524 05 | 25,524 05 |

Explanatory Remarks.

The extension of the respondent's line from Green Cove, Va., to Todd, N. C., a distance of 48.795 miles is under construction and no part thereof is nearing completion. In the net cost of road to June 30, 1913.....\$ 945,397 27
 Is included cost of extension..... 182,238 11
 Leaving the cost of operated line.....\$ 763,179 16
 on which amount cost per mile of line is computed.

INCOME STATEMENT.

RAILWAY OPERATING INCOME:

| | | |
|------------------------------------|---------------|--------------|
| Rail operations—Revenues..... | \$ 120,309 53 | |
| Rail operations—Expenses..... | 54,468 92 | |
| Net revenue—Rail operations..... | | \$ 65,840 61 |
| Net railway operating revenue..... | | \$ 65,840 61 |
| Railway tax accruals..... | | 8,258 67 |
| Railway operating income..... | | \$ 57,582 04 |

OTHER INCOME:

| | | |
|--|-----------|--------------|
| Income from lease of road..... | \$ 300 00 | |
| Miscellaneous rent income..... | 72 00 | |
| Net profit from miscellaneous physical property..... | 27 00 | |
| Income from unfunded securities and accounts..... | 875 16 | |
| Total other income..... | | 1,274 16 |
| Gross income..... | | \$ 58,856 20 |

DEDUCTIONS FROM GROSS INCOME:

| | | |
|--|-------------|--------------|
| Hire of equipment—Debit balance..... | \$ 5,340 01 | |
| Interest deductions for funded debt..... | 9,000 00 | |
| Total deductions..... | | 14,340 01 |
| Net income..... | | \$ 44,516 19 |

DISPOSITION OF NET INCOME:

| | | |
|--|--|--------------|
| Dividend appropriations of income..... | | 30,000 00 |
| Income balance transferred to credit of profit and loss..... | | \$ 14,516 19 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|---------------|---------------|
| Balance (at beginning of fiscal period)..... | | \$ 94,618 30 |
| Credit balance transferred from income account..... | | 14,316 19 |
| Miscellaneous credits..... | | *113 06 |
| Dividend appropriations of surplus..... | \$ 5,000 00 | |
| Miscellaneous debits..... | 16 80 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | 104,240 75 | |
| Total..... | \$ 109,247 55 | \$ 109,247 55 |

*Miscellaneous credits \$113.06 in detail is as follows:

Adjustment by journal entries:

| | |
|--------------------------------|----------|
| Vouchers payable account..... | \$ 89 92 |
| Individuals and companies..... | 22 94 |
| Accrued insurance..... | 20 |

\$ 113 06

†Miscellaneous debits \$6.80 is an adjustment by journal entry of individuals and companies.

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Per Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|----------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| | 6 | | \$ 500,000 | \$ 30,000 00 | | 1913 | 1913 |
| Common stock..... | | | | | | | |

Explanatory Remarks.

Four per cent. dividend declared June 10, 1912.....\$20,000 00
 This dividend was rescinded by the directors and 5 per cent. dividend account ending June 30, 1912, declared.....25,000 00
 Leaving an amount chargeable to profit and loss for dividends from the surplus of the company to June 30, 1912.....\$ 5,000 00

SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY (OR OUT-SIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Miscellaneous Investments—Physical Property.

| DESIGNATION | Revenue (or Income) | Expenses | Net Income or Loss | Taxes |
|--|------------------------|----------|-----------------------|-------|
| Old rails at Damascus rented for \$2.25 per month..... | \$ 27 00 | ----- | \$ 27 00 | ----- |

RENTS RECEIVABLE.

Income From Lease of Road.

| ROAD LEASED | LOCATION | NAME OF LESSEE | Amount |
|----------------|--|--------------------------|-----------|
| 1.6 miles..... | Damascus, Beaver Dam bridge to State line, Va.-Tenn..... | Beaver Dam R. R. Co..... | \$ 300 00 |

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Expenses | Amount |
|--------------------------------------|---------------------|-------------|----------|----------|
| Dwelling, Damascus..... | Z. R. Campbell..... | \$ 72 00 | ----- | \$ 72 00 |

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|-----------|--------------------------------------|------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCURED ON EQUIPMENT BORROWED: | | | | | |
| Passenger locomotives..... | 224 | { Var. | | | \$ 794 50 |
| Freight locomotives..... | | { ave. | | | |
| | | { \$3 53 | | | |
| | | { 2 00 | | | |
| Passenger-train cars..... | 224 | { 2 50 | | | 455 50 |
| | | { 5 00 | | | |
| | | { 25, 30, | | | |
| Freight-train cars..... | 10,597 | { 35, 40, | | | 4,252 92 |
| | | { 45c | | | |
| Total..... | 11,045 | | | | \$ 5,502 92 |
| ACCURED ON EQUIPMENT LOANED: | | | | | |
| Passenger locomotives..... | 29 | { \$5 00 | | | \$ 97 00 |
| Freight locomotives..... | | { 3 00 | | | |
| Passenger-train cars..... | | | 64 | 3c | 1 92 |
| Freight-train cars..... | 178 | { 30, 35, | | | 72 75 |
| | | { 40c | | | |
| Total..... | 207 | | | | \$ 171 67 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars.

| CARS USED | | | COMPENSATION | |
|--------------------------------------|-------------------|------------------|---------------|---------|
| NAME OF OWNER | Description | Number Car-miles | Rate | Amount |
| P. W. Lipe..... | Refrigerator..... | 57 | $\frac{3}{4}$ | \$ 43 |
| Doud Stock Car Co. (D. S. F.)..... | Stock..... | 140 | 6-10 | 84 |
| Streets Western Stable Car Line..... | Stock..... | 236 | 6-10 | 1 75 |
| Lackawanna Live Stock Trans. Co..... | Stock..... | 32 | 6-10 | 22 |
| Mather Horse and Stock Car Co..... | Stock..... | 110 | 6-10 | 65 |
| Armour Car Lines (A. R. T.)..... | Refrigerator..... | 9 | $\frac{3}{4}$ | 05 |
| Armour Car Lines (A. & Co.)..... | Box..... | 62 | 6-10 | 46 |
| Armour Car Lines (A. R. L.)..... | Ice..... | 32 | $\frac{3}{4}$ | 24 |
| Armour Car Lines (A. C. L.)..... | Fruit..... | 62 | 6-10 | 37 |
| Merchants Despatch Trans. Co..... | Refrigerator..... | 94 | $\frac{3}{4}$ | 70 |
| Swifts Refrigerator Line..... | Refrigerator..... | 18 | $\frac{3}{4}$ | 13 |
| Menasha Woodenware Co..... | Box..... | 64 | 6-10 | 37 |
| National Despatch Line..... | Box..... | 32 | 6-10 | 19 |
| Santa Fe Refrigerator Desp..... | Refrigerator..... | 156 | $\frac{3}{4}$ | 1 16 |
| Central Fruit Desp. (C. F. D.)..... | Refrigerator..... | 32 | $\frac{3}{4}$ | 24 |
| B. D. R. R. Co..... | Cosch..... | 32 | 3c | 96 |
| Total..... | | 1,169 | | \$ 8 76 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|--------------|
| Equipment interchanged..... | \$ 171 67 | \$ 5,502 92 |
| Private cars..... | | 8 76 |
| Total..... | \$ 171 67 | \$ 5,511 68 |
| Balance, as shown in income statement..... | | 5,340 01 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All other important physical changes—Virginia-Carolina and Southern Railway acquired by Virginia-Carolina Railway Company.

All leases taken or surrendered—Virginia-Carolina and Southern Railway lease cancelled.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|---------------|--|---------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 661,730 14 | Road..... | \$ 661,730 14 | |
| 16,992 86 | Equipment..... | 16,992 86 | |
| | Investment since June 30, 1907: | | |
| 20,905 66 | Road..... | 254,115 12 | \$ 233,209 46 |
| 15,369 67 | Equipment..... | 16,894 02 | 1,524 35 |
| | General expenditures..... | 5,366 92 | 5,366 92 |
| | Reserve for accrued depreciation—Cr..... | \$ 955,099 06 | \$ 240,100 73 |
| \$ 714,998 33 | | 9,701 79 | 1,979 52 |
| 7,722 27 | Total..... | \$ 945,397 27 | \$ 238,121 21 |
| \$ 707,276 06 | | | |
| | <i>II. Securities:</i> | | |
| | Securities of proprietary, affiliated and controlled companies—Unpledged: | | |
| \$ 57,000 00 | Stocks..... | | \$ *57,000 00 |
| | <i>III. Other Investments:</i> | | |
| | Miscellaneous investments: | | |
| | Physical property..... | \$ 281 00 | \$ 281 00 |
| | WORKING ASSETS | | |
| \$ 14,337 04 | Cash..... | \$ 25,904 42 | \$ 11,567 38 |
| 594 18 | Net balance due from agents and conductors..... | 569 73 | *34 45 |
| 935 38 | Miscellaneous accounts receivable..... | 1,921 72 | 986 34 |
| 844 94 | Materials and supplies..... | 1,534 55 | 989 61 |
| \$ 16,711 54 | Total..... | \$ 30,230 42 | \$ 13,518 98 |
| \$ 24,532 03 | DEFERRED DEBIT ITEMS | | |
| \$ 806,519 63 | Other deferred debit items..... | \$ 27 02 | \$ *24,506 01 |
| | Grand total..... | \$ 975,935 71 | \$ 170,416 06 |
| | LIABILITIES | | |
| \$ 500,000 00 | Stock | | |
| | Common stock..... | \$ 500,000 00 | |
| \$ 180,000 00 | MORTGAGE, BONDED AND SECURED DEBT | | |
| | Mortgage bonds..... | \$ 180,000 00 | |
| \$ 24,500 00 | WORKING LIABILITIES | | |
| 791 98 | Loans and bills payable..... | | \$ *24,500 00 |
| 4,106 37 | Traffic and car-service balances due to other companies..... | \$ 1,214 35 | 422 37 |
| | Audited vouchers and wages unpaid..... | 28,379 51 | 24,273 14 |
| | Other working liabilities..... | 11,154 48 | 11,154 48 |
| \$ 29,398 35 | Total..... | \$ 40,748 34 | \$ 11,349 99 |
| \$ 1,500 00 | ACCRUED LIABILITIES NOT DUE | | |
| | Unmatured interest, dividends and rents payable..... | \$ 1,500 00 | |
| | Taxes accrued..... | 2,370 26 | 2,370 26 |
| \$ 1,500 00 | Total..... | \$ 3,870 26 | \$ 2,370 26 |
| \$ 2 98 | DEFERRED CREDIT ITEMS | | |
| | Other deferred credit items..... | \$ 147,076 36 | \$ 147,073 38 |
| \$ 94,618 30 | PROFIT AND LOSS | | |
| \$ 805,519 63 | Balance..... | \$ 104,240 75 | \$ 9,622 43 |
| | Grand total..... | \$ 975,935 71 | \$ 170,416 06 |

*Decrease.

Explanatory Remarks.

Other deferred credit items, \$147,076.36, of which \$147,075.38 represents advances by the Norfolk and Western Railway Company for the extension of the line from Green Cove, Va., to Todd, N. C.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF VIRGINIA.

Contract dated February 1, 1913, between the White Top Railway Company and the respondent, wherein the White Top Railway Company agrees to give the respondent trackage right over the line of that company from Grassy Ridge, Va., to Konnarock, Va., without compensation. The White Top Railway Company desiring daily service (except Sunday) in and out of Konnarock to accommodate its traffic.

Contract dated September 12, 1913, between the Beaver Dam Railroad Company and the respondent, wherein the respondent agrees to pay the Beaver Dam Railroad Company \$325.00 per month to operate an afternoon mixed train between Damascus, Va., and Abingdon, Va., daily except Sunday.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 166 | 282 | 448 | .38 |
| Flour..... | 460 | 187 | 647 | .54 |
| Other mill products..... | 189 | 103 | 292 | .25 |
| Hay..... | 53 | 178 | 231 | .19 |
| Total..... | 868 | 750 | 1,618 | 1.36 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 122 | ..... | 122 | .10 |
| Poultry, game and fish..... | 102 | 14 | 116 | .10 |
| Hides and leather..... | 11 | 4 | 15 | .01 |
| Total..... | 235 | 18 | 253 | .21 |
| <i>Products of Mines:</i> | | | | |
| Bituminous coal..... | 88 | 15,177 | 15,265 | 12.83 |
| Stone, sand and other like articles..... | 181 | 1,716 | 1,897 | 1.59 |
| Total..... | 269 | 16,893 | 17,162 | 14.42 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 59,890 | 12,214 | 72,104 | 60.58 |
| Other products of forests..... | 12,168 | 784 | 12,952 | 10.89 |
| Total..... | 72,058 | 12,998 | 85,056 | 71.47 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 29 | 99 | 128 | .11 |
| Iron and steel rails..... | 30 | 265 | 295 | .25 |
| Other castings and machinery..... | 477 | 184 | 661 | .55 |
| Household goods and furniture..... | 97 | 92 | 189 | .16 |
| Other manufactures..... | 7,454 | 15 | 7,469 | 1.68 |
| Total..... | 8,087 | 655 | 8,742 | 7.35 |
| Merchandise..... | 415 | 1,672 | 2,087 | 1.75 |
| Miscellaneous: Other commodities not mentioned above..... | 228 | 3,869 | 4,097 | 3.44 |
| Total tonnage..... | 82,160 | 36,855 | 119,015 | 100.00 |

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton, Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|--|-------|
| | Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 235 | 6,510 | 389.92 | 5 | 990 |
| Hay..... | 95 | 3,145 | 194.21 | 6 | 178 |
| Live stock..... | 89 | 3,070 | 118.32 | 3 | 854 |
| Bituminous coal..... | 15,263 | 280,612 | 7,743.63 | 2 | 971 |
| Lumber..... | 72,104 | 1,401,450 | 80,526.84 | 4 | 319 |

A. Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

Average number employed during year: Trainmen, 8; stationmen, 7; shopmen, 2; trackmen, 45; other employees, 3; total, 65.

| KIND OF ACCIDENT | PASSENGERS | | OTHER PERSONS | | | | | |
|---|------------|---------|---------------|---------|--------------------|---------|--------|---------|
| | | | TRESPASSING | | NOT TRESPASSING | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Struck by trains, locomotives, or cars: | | | | | | | | |
| At points along track..... | ----- | ----- | 2 | ----- | 1 | 1 | 3 | 1 |

| SUMMARY | TOTAL | |
|--------------------------------|--------|---------|
| | Killed | Injured |
| TABLE A: Other persons..... | 3 | 1 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|------------------------|-------|------------------|------------------|--------------------|-----------------|------------------|---------|----------------|--------------------------------------|--------|-----------------|
| From | To | Miles | Number of Curves | Aggregate Length | Length of Straight | Length of Level | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | | Miles | Miles | | Miles | Number | Sum of Ascents | Aggregate Length of Ascending Grades | Number | Sum of Descents | Aggregate Length of Descending Grades |
| Abingdon, Va..... | Grassy Ridge, Va..... | 27.63 | 199 | 15.14 | 12.49 | 1.68 | 15 | 107,970 | 20.45 | 6 | 29,046 | 5.50 |
| Damascus Depot..... | Beaver Dam Bridge..... | .27 | 1 | .17 | .10 | | 1 | 1,426 | .27 | | | |
| Total..... | | 27.90 | 200 | 15.31 | 12.59 | 1.68 | 16 | 109,396 | 20.72 | 6 | 29,046 | 5.50 |

Bridges, Trestles, Tunnels, Etc.

| ITEM | | NUMBER | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH |
|------------------|--|--------|------------------|----------------|----------------|
| Bridges: | | | Feet | Feet | Feet |
| Combination..... | | 7 | 1,910 | 100 | 630 |
| Trestles..... | | 51 | ----- | 12 | 637 |

Gauge of track—4 feet, 8½ inches; 27.90 miles.

Bridges, Trestles, Tunnels, Etc.

Virginia and Kentucky Railway Company

HISTORY.

Exact name of common carrier making this report—Virginia and Kentucky Railway Company.

Date of organization—February 20, 1892.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Virginia (1) act of incorporation approved February 20, 1892; Acts 1891-1892, page 530; (2) act amending above approved February 5, 1896; Acts 1895-1896, page 271; (3) authorizing town of Gladeville to issue bonds to aid in construction, approved February 20, 1898; Acts 1897-1898, page 458; (4) act amending charter, Acts 1899-1900, page 327; (5) act changing name, etc., Acts 1901-1902, page 542.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—Formerly Gladeville Railroad Company, name changed by act of Virginia Assembly, approved April 2, 1902.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|------------------------|-----------------------------|---|
| E. F. Masterson..... | Chicago, Ill..... | } April 30, 1913, and until successors are elected. |
| J. P. Boyle..... | Chicago, Ill..... | |
| N. P. Bigelow..... | Chicago, Ill..... | |
| L. T. Walker..... | Chicago, Ill..... | |
| W. A. Flanagan..... | Chicago, Ill..... | |
| W. J. Calhoun..... | Chicago, Ill..... | |
| E. W. McClure..... | Wise, Va..... | |
| F. M. McClure..... | Wise, Va..... | |
| T. J. Prendergast..... | Chicago, Ill..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|---------------------------|----------------------|--------------------------|
| President..... | E. F. Masterson..... | Chicago, Ill. |
| First Vice-President..... | N. P. Bigelow..... | Chicago, Ill. |
| Secretary..... | F. M. McClure..... | Wise, Va. |
| Treasurer..... | J. P. Boyle..... | Chicago, Ill. |
| General Manager..... | F. M. McClure..... | Wise, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, F. M. McClure; title, Superintendent; address, Wise, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—April 30, 1910.

Date of last closing of stock books before end of year for which this report is made—Do not close.

Total number of stockholders of record—21.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|------------------------|------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Line Owned:</i> Virginia and Kentucky Railway Company..... | Wise, Va..... | Va. and Ky. Jct., Va.. | ----- | 4.20 |
| <i>Trackage Rights:</i> Norfolk and Western Rail- way Company..... | Va. and Ky. Jct., Va.. | Norton, Va..... | ----- | .60 |
| Total..... | ----- | ----- | ----- | 4.80 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Miscellaneous Investments—Physical Property.

| DESIGNATION | Character of Business | State or Territory | Net Investment |
|--|-----------------------|--------------------|----------------|
| Steel side-track leased to Yellow Creek Coal and Coke Company..... | Coal mining..... | Virginia..... | \$ 1,108 94 |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|--|----------|-------------------|---|---|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | Total Par Value Not Held by Respondent. | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid During the Year |
| Mortgage bonds..... | 1903 | 1913 | \$ 40,000 | \$ 35,500 | | | | \$ 35,500 | 6 | J. & J. | \$ 2,130 00 | \$ 2,130 00 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | | |
|-------------------------------|-------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|---|---|---|-------------------------------------|-----------------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | Total Par Value Not Held by Respondent | | Amount Accrued During the Year | Charged to Income | Charged to Construction | Amount Paid During the Year |
| Mortgage bonds..... | \$ 35,500 | | | | \$ 35,500 | | \$ 2,130 00 | | | \$ 2,130 00 |
| PURPOSE OF THE ISSUE | | | | | | | Cash Realized on Amount Issued During the Year | Total Par Value Issued During the Year | Total Par Value Out- standing | Total Cash Realized |
| Issued for cash..... | | | | | | | | | \$ 35,500 | \$ 26,500 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value | Assignment | | Amount Per Mile of Line | |
|--------------------|-----------------|-------------|---------------------|-------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 119,100 | \$ 119,100 | ----- | 4.20 | \$ 98,375 |
| Funded debt..... | 35,500 | 35,500 | ----- | 4.20 | 8,452 |
| Total..... | \$ 154,600 | \$ 154,600 | ----- | 4.20 | \$ 36,809 |

DISCOUNT ON SECURITIES.
On Funded Debt.

| CLASS OF BOND OR OBLIGATION | Net Amount of Discount | | |
|-----------------------------|------------------------|--------------------------------------|---|
| | Total | Charged to Income or Profit and Loss | To be Charged During Remaining Life of Security |
| First mortgage bonds..... | \$ 5,000 00 | ----- | \$ 5,000 00 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | Road or Traces Mortgaged | | | Amount of Mortgage per Mile of Line | Equipment, Income, Securities and Other Property Mortgaged |
|-----------------------------------|--------------------------|---------------------------|-------|-------------------------------------|--|
| | From | To | Miles | | |
| First mortgage bonds..... | Wise, Va..... | Va. and Ky. Jct., Va..... | 4.20 | \$ 8,452 | One engine, one coach. |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|------------------------------|--|---|---|
| I. ROAD: | | | |
| Grading..... | | \$ 7,000 00 | \$ 7,000 00 |
| Cost of road purchased..... | | 16,325 00 | 16,325 00 |
| Total..... | | \$ 23,325 00 | \$ 23,325 00 |
| II. EQUIPMENT: | | | |
| Passenger-train cars..... | | \$ 1,450 00 | \$ 1,450 00 |
| RECAPITULATION | | | |
| I. Road..... | | \$ 23,325 00 | \$ 23,325 00 |
| II. Equipment..... | | 1,450 00 | 1,450 00 |
| Total—Entire line..... | | \$ 24,775 00 | \$ 24,775 00 |
| Total—State of Virginia..... | | \$ 24,775 00 | \$ 24,775 00 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|-------------------------------------|--------------------------------------|
| | Entire Line and State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 121,171 66 |
| Equipment..... | 2,900 00 |
| Investment since June 30, 1907..... | 24,775 00 |
| Total..... | \$ 148,846 66 |
| Net total..... | \$ 148,846 66 |
| Cost per mile of line..... | 35,439 68 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|---|--------------|-------------|
| Rail operations—Revenues..... | \$ 12,866 47 | |
| Rail operations—Expenses..... | 13,279 64 | |
| Net deficit— Rail operations | | \$ 413 17 |
| Net railway operating deficit..... | | \$ 413 17 |
| Railway tax accruals..... | | 608 82 |
| Railway operating loss..... | | \$ 1,021 99 |
| OTHER INCOME: | | |
| Miscellaneous rent income..... | | 66 54 |
| Gross loss..... | | \$ 955 45 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Hire of equipment—Debit balance..... | \$ 230 35 | |
| Joint facility rent deductio..... | 995 00 | |
| Interest deductions for funded debt..... | 2,130 00 | |
| Interest deductions for unfunded debt..... | 123 50 | |
| Total deductions..... | | 3,478 85 |
| Net loss..... | | \$ 4,434 30 |
| Income balance transferred to debit of profit and loss..... | | \$ 4,434 30 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|-------------|-------------|
| Balance (at beginning of fiscal period)..... | \$ 4,823 64 | |
| Debit balance transferred from income account..... | 4,434 30 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | | \$ 9,257 94 |
| Total..... | \$ 9,257 94 | \$ 9,257 94 |

MISCELLANEOUS INCOME.

| SOURCE OF INCOME | Amount |
|---|----------|
| Interest on steel leased to Yellow Creek Coal and Coke Company..... | \$ 66 54 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|-----------------|----------------------------------|----------------------------------|-----------|
| Track..... | Norton, Va..... | Norfolk and Western Railway..... | \$ 980 00 |
| Track..... | Norton to Stonega, one trip..... | Interstate Railroad..... | 35 00 |
| Total..... | | | \$ 995 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|---------------|--|---------------|----------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 121,171 66 | Road..... | \$ 121,171 66 | |
| 2,900 00 | Equipment..... | 2,900 00 | |
| 23,325 00 | Investment since June 30, 1907: | | |
| 1,450 00 | Road..... | 23,325 00 | |
| | Equipment..... | 1,450 00 | |
| \$ 148,846 66 | Total..... | \$ 148,846 66 | |
| | <i>III. Other Investments:</i> | | |
| | Miscellaneous investments: | | |
| \$ 1,108 94 | Physical property..... | \$ 1,108 94 | |
| | WORKING ASSETS | | |
| \$ 668 18 | Cash..... | \$ 154 85 | \$ *513 33 |
| 400 00 | Loans and bills receivable..... | 400 00 | |
| 325 87 | Miscellaneous accounts receivable..... | 348 30 | 22 43 |
| 10 00 | Materials and supplies..... | 10 00 | |
| \$ 1,404 05 | Total..... | \$ 913 15 | \$ *490 90 |
| | DEFERRED DEBIT ITEMS | | |
| \$ 5,000 00 | Unextinguished discount on funded debt..... | 5,000 00 | |
| | PROFIT AND LOSS | | |
| \$ 4,823 64 | Balance..... | \$ 9,257 94 | \$ 4,434 30 |
| \$ 161,183 39 | Grand total..... | \$ 165,126 69 | \$ 3,943 40 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 119,100 00 | Common stock..... | \$ 119,100 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 35,500 00 | Mortgage bonds..... | \$ 35,500 00 | |
| | WORKING LIABILITIES | | |
| \$ 2,550 38 | Loans and bills payable..... | \$ 3,099 62 | \$ 549 24 |
| 1,726 06 | Traffic and car-service balances due to other companies..... | 719 50 | *1,726 06 |
| 679 20 | Audited vouchers and wages unpaid..... | 5,096 13 | 4,994 73 |
| 101 40 | Miscellaneous accounts payable..... | 1,611 44 | 85 19 |
| 1,526 25 | Matured interest, dividends and rents unpaid..... | | |
| \$ 6,583 29 | Total..... | \$ 10,526 69 | \$ 3,943 40 |
| \$ 161,183 29 | Grand total..... | \$ 165,126 69 | \$ 3,943 40 |

*De reuse.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | | 440 | 440 | 1.05 |
| Flour..... | | 58 | 58 | .15 |
| Hay..... | | 214 | 214 | .51 |
| Total..... | | 712 | 712 | 1.71 |
| <i>Products of Mines:</i> | | | | |
| Bituminous coal..... | 33,420 | 168 | 33,588 | 80.55 |
| Stone, sand and other like articles..... | | 4,870 | 4,870 | 11.69 |
| Total..... | 33,420 | 5,038 | 38,458 | 92.24 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 600 | 62 | 662 | 1.58 |
| Other products of forests..... | 840 | | 840 | 2.02 |
| Total..... | 1,440 | 62 | 1,502 | 3.60 |
| <i>Manufactures:</i> | | | | |
| Other castings and machinery..... | 16 | 20 | 36 | .09 |
| Cement, brick and lime..... | | 216 | 216 | .52 |
| Household goods and furniture..... | | 10 | 10 | .02 |
| Other manufactures..... | | 323 | 323 | .77 |
| Total..... | 16 | 569 | 585 | 1.40 |
| Merchandise..... | 25 | 415 | 440 | 1.05 |
| Total tonnage..... | 34,901 | 6,796 | 41,697 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton, Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|--|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 440 | 2,112 | 260 | 12 | 311 |
| Hay..... | 214 | 1,027 | 190 | 18 | 500 |
| Bituminous coal..... | 33,430 | 160,416 | 3,342 | 2 | 063 |
| Lumber..... | 600 | 2,880 | 200 | 6 | 944 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

None.

Average number employed during year: Trainmen, 4; switch tenders, crossing tenders and watchmen, 1; stationmen, 4; trackmen, 3; total, 12.

CHARACTERISTICS OF ROAD—ENTIRE LINE.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|----------------------------------|-----------------------|-------|----------------------------------|---------------------------------|-------------------------|----------------------|-------------------------------|----------------|--------------------------------------|-------------------|-----------------|---------------------------------------|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line | Length of Straight Line | Length of Level Line | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | | Miles | Miles | | Number | Sum of Ascents | Aggregate Length of Ascending Grades | Number | Sum of Descents | Aggregate Length of Descending Grades |
| W. Va. | Va. and Ky. Jct., Va. | 4.20 | Mostly curves Max. 18 degrees | | | | Then 2.2 miles ½ per cent. | Feet | Miles | | Feet | Miles |
| Bridges, Trestles, Tunnels, Etc. | | | | | | | | | | | | |
| ITEM | | | | | | NUMBER | AGGREGATE LENGTH | MINIMUM LENGTH | | MAXIMUM LENGTH | | |
| | | | | | | | Feet | Feet | | Feet | | |
| Bridges: | | | | | | | | | | | | |
| Wooden | | | | | | 3 | 118 | 33 | | 40 | | |
| Trestles | | | | | | 6 | 459 | 16 | | 192 | | |

Gauge of track—4 feet, 8 inches; 4.20 miles.

Virginia Southern Railroad Company

HISTORY

Exact name of common carrier making this report—Virginia Southern Railroad Company.

Date of organization—March 10, 1902.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Virginia, Acts Assembly, 1901-1902, chapter 141.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|---------------------|-----------------------------|------------------------------------|
| J. C. Campbell..... | Marion, Va..... | } Third Saturday in July, 1913. |
| C. W. Amsler..... | Clarion, Pa..... | |
| B. F. Buchanan..... | Marion, Va..... | |
| L. A. Amsler..... | Marion, Va..... | |
| H. B. Jeffrey..... | Marion, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|---------------------|--------------------------|
| President..... | J. C. Campbell..... | Marion, Va. |
| First Vice-President..... | C. W. Amsler..... | Clarion, Pa. |
| Secretary..... | H. B. Jeffrey..... | Marion, Va. |
| Treasurer..... | C. H. Muler..... | Marion, Va. |
| Attorney, or General Counsel..... | B. F. Buchanan..... | Marion, Va. |
| Auditor..... | H. B. Jeffrey..... | Marion, Va. |
| General Manager..... | J. C. Campbell..... | Marion, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, H. B. Jeffrey, title, Secretary; address, Marion, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—July 20, 1912.

Total number of stockholders of record—5.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—United States Spruce Lumber Company.

(c) The manner in which control was established—Right through titles to securities issued or assumed to exercise the major part of the voting power.

(e) Whether control was direct or indirect—Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|----------------------|-------------------|-----------------------------------|---|
| | From | To | | |
| Virginia Southern Railroad Company..... | Sugar Grove, Va..... | Fairwood, Va..... | ----- | 12.00 |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|---|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>Mortgage Bonds:</i> First mortgage..... | 1904 | • | \$ 50,000 | \$ 35,000 | ----- | ----- | ----- | \$ 35,000 | 5 | M. & S. | \$ 2,000 00 | \$ 2,000 00 |

*\$5,000 due March 1, 1911, and \$5,000 due on March 1st of each succeeding year until paid.

*\$5,000 due March 1, 1911, and \$5,000 due on March 1st of each succeeding year until paid.

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | | Amount Paid During the Year |
|---|-------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|---|-------------------------------------|------------------------|-----------------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | | |
| | | | | | | Charged to Income | Charged to Construction | | |
| Mortgage bonds | \$ 35,000 | | | | \$ 35,000 | \$ 2,000 00 | | | \$ 2,000 00 |
| PURPOSE OF THE ISSUE | | | | | | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized | |
| | | | | | | | | | |
| Issued for construction of new properties | | | | | | | | | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 25,000 | \$ 25,000 | ----- | 12.00 | \$ 2,083 |
| Funded debt..... | 35,000 | 35,000 | ----- | 12.00 | 2,917 |
| Total..... | \$ 60,000 | \$ 60,000 | ----- | 12.00 | \$ 5,000 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACES MORTGAGED | | | Amount of Mortgage Per Mile of Line |
|---|--------------------------|-------------------|-------|--|
| | From | To | Miles | |
| First mortgage bonds. | Sugar Grove, Va..... | Fairwood, Va..... | 12.00 | \$ 2,917 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|-------------------------------------|--|---|---|
| I. Road: | | | |
| Station buildings and fixtures..... | ----- | \$ 1,468 65 | \$ 1,468 65 |
| RECAPITULATION | | | |
| I. Road..... | ----- | \$ 1,468 65 | \$ 1,468 65 |
| Total—Entire line..... | ----- | \$ 1,468 65 | \$ 1,468 65 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|--|---------------|
| | Entire Line |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 141,858 19 |
| Equipment..... | 10,000 00 |
| Investment since June 30, 1907..... | 1,468 65 |
| Total..... | \$ 153,326 84 |
| Reserve for accrued depreciation—Cr..... | 5,500 00 |
| Net total..... | \$ 147,826 84 |
| Cost per mile of line..... | 12,318 90 |

REPORT STATE CORPORATION COMMISSION

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|--|--------------|--------------|
| Rail operations—Revenues..... | \$ 43,551 12 | |
| Rail operations—Expenses..... | 22,323 13 | |
| Net revenue—Rail operations..... | | \$ 21,227 99 |
| Net railway operating revenue..... | | \$ 21,227 99 |
| Railway tax accruals..... | | 1,731 27 |
| Railway operating income..... | | \$ 19,496 72 |
| Gross income..... | | \$ 19,496 72 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Hire of equipment—Debit balance..... | \$ 4,861 25 | |
| Interest deductions for funded debt..... | 2,000 00 | |
| Total deductions..... | | 6,861 25 |
| Net income or loss..... | | \$ 12,635 47 |
| Income balance transferred to credit of profit and loss..... | | \$ 12,635 47 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|--------------|--------------|
| Balance (at beginning of fiscal period)..... | | \$ 6,587 23 |
| Credit balance transferred from income account..... | | 12,635 47 |
| Balance debit (at end of fiscal period) carried to general balance sheet..... | \$ 19,222 70 | |
| Total..... | \$ 19,222 70 | \$ 19,222 70 |

HIRE OF EQUIPMENT.

Equipment Leased.

| KIND OF EQUIPMENT | Amount |
|--|-------------|
| RENTS ACCRUED PAYABLE: Marion and Rye Valley Railway Company..... | \$ 2,400 00 |

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|---|--------------------------------------|-------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCRUED ON EQUIPMENT BORROWED: | | | | | |
| Freight-train cars | 6,082 | 460 at 30 2,360 at 35 3,262 at 45 | ----- | ----- | \$ 2,461 23 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|-----------------------------|-----------------|--------------|
| Equipment leased..... | \$ 2,400 00 | \$ 2,400 00 |
| Equipment interchanged..... | | 2,461 25 |
| Total..... | | \$ 4,861 25 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|---------------|---|---------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 141,858 19 | Road..... | \$ 141,858 19 | |
| 10,000 00 | Equipment..... | 10,000 00 | |
| 1,468 65 | Investment since June 30, 1907: | | |
| | Road..... | 1,468 65 | |
| \$ 153,326 84 | | \$ 153,326 84 | |
| 4,600 00 | Reserve for accrued depreciation—Cr..... | 5,500 00 | \$ 900 00 |
| \$ 148,726 84 | Total..... | \$ 147,826 84 | \$ *900 00 |
| | WORKING ASSETS | | |
| \$ 8,578 61 | Traffic and car-service balances due from other companies..... | \$ 7,140 16 | \$ *1,438 45 |
| 63 71 | Miscellaneous accounts receivable..... | 63 75 | 04 |
| 51 33 | Materials and supplies..... | 51 33 | |
| \$ 8,693 65 | Total..... | \$ 7,255 24 | \$ *1,438 41 |
| \$ 157,420 49 | Grand total..... | \$ 155,082 08 | \$ *2,338 41 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 25,000 00 | Common stock..... | \$ 25,000 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 40,000 00 | Mortgage bonds..... | \$ 35,000 00 | \$ *5,000 00 |
| | WORKING LIABILITIES | | |
| \$ 75,000 00 | Loans and bills payable..... | \$ 75,000 00 | |
| 833 26 | Audited vouchers and wages unpaid..... | 859 38 | 26 12 |
| 10,000 00 | Matured mortgage, bonded and secured debt | | *10,000 00 |
| \$ 85,833 26 | Total..... | \$ 75,859 38 | \$ *9,973 88 |
| | PROFIT AND LOSS | | |
| \$ 6,587 23 | Balance..... | \$ 19,222 70 | \$ 12,635 47 |
| \$ 157,420 49 | Grand total..... | \$ 155,082 08 | \$ *2,338 41 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|------------------------------------|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Flour..... | | 560 | 560 | .57 |
| Other mill products..... | | 552 | 552 | .56 |
| Hay..... | | 160 | 160 | .17 |
| Total..... | | 1,272 | 1,272 | 1.30 |
| <i>Products of Animals:</i> | | | | |
| Poultry, game and fish..... | 42 | | 42 | .04 |
| Wool..... | 5 | | 5 | |
| Total..... | 47 | | 47 | .04 |
| <i>Products of Mines:</i> | | | | |
| Bituminous coal..... | | 4,102 | 4,102 | 4.20 |
| Total..... | | 4,102 | 4,102 | 4.20 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 29,524 | | 29,524 | 30.23 |
| Other products of forests..... | 58,452 | | 58,452 | 59.84 |
| Total..... | 87,976 | | 87,976 | 90.07 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | | 94 | 94 | .10 |
| Sugar..... | | 57 | 57 | .06 |
| Iron and steel rails..... | | 19 | 19 | .02 |
| Other castings and machinery..... | 19 | 205 | 224 | .23 |
| Cement, brick and lime..... | | 266 | 266 | .27 |
| Household goods and furniture..... | 111 | 3 | 114 | .12 |
| Total..... | 130 | 644 | 774 | .80 |
| Merchandise..... | 1,078 | 2,429 | 3,507 | 3.56 |
| Total tonnage..... | 89,231 | 8,447 | 97,678 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|---|-------|
| | Whole Tons | Ton-Miles | Dollars | Cents | Mills |
| Bituminous coal..... | 4,102 | 53,540 | 820 | 1 | 536 |
| Lumber..... | 29,524 | 354,288 | 12,074 | 3 | 379 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

None.

Average number employed during year: Trainmen, 16; switch tenders, crossing tenders and watchmen, 1; stationmen, 3; trackmen, 16; other employees, 2; total 38.

Virginia and Southwestern Railway Company

HISTORY

Exact name of common carrier making this report—Virginia and Southwestern Railway Company.

Date of organization—February 18, 1899.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia, Acts of Assembly, State of Virginia, 1895-6, page 888.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—The Virginia and Southwestern Railway is not a consolidated company. Its lines comprise what were called the South Atlantic and Ohio Railroad, the Bristol, Elizabethton and North Carolina Railroad and the Black Mountain Railroad which lines were bought by this company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|--------------------------|-----------------------------|--|
| William W. Finley..... | Washington, D. C..... | } Third Tuesday in September, 1913, and until their successors are elected and have entered upon their duties. |
| William C. Lane..... | New York, N. Y..... | |
| Richard D. Lankford..... | New York, N. Y..... | |
| Henry K. McHarg..... | Stamford, Conn..... | |
| John H. Prentice..... | New York, N. Y..... | |
| Henry B. Spence..... | Washington, D. C..... | |
| Charles Steel..... | New York, N. Y..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|---|----------------------|--------------------------|
| President..... | Wm. W. Finley..... | Washington, D. C. |
| Vice-President..... | H. B. Spencer..... | Washington, D. C. |
| Vice-President..... | A. B. Andrews..... | Raleigh, N. C. |
| Vice-President..... | J. M. Culp..... | Washington, D. C. |
| Secretary..... | R. D. Lankford..... | New York, N. Y. |
| Treasurer..... | H. C. Ansley..... | Washington, D. C. |
| Attorney, or General Counsel..... | Price & Shelton..... | Bristol, Va.-Tenn. |
| Comptroller..... | A. H. Plant..... | Washington, D. C. |
| Auditor and Assistant Treasurer..... | H. W. Oliver..... | Bristol, Va.-Tenn. |
| Vice-President and General Manager..... | E. H. Coopman..... | Washington, D. C. |
| General Agent..... | J. H. McCue..... | Bristol, Va.-Tenn. |
| General Freight Agent..... | W. E. Allen..... | Bristol, Va.-Tenn. |
| General Passenger Agent..... | W. E. Allen..... | Bristol, Va.-Tenn. |
| General Ticket Agent..... | W. E. Allen..... | Bristol, Va.-Tenn. |

Officer to whom correspondence concerning this report should be addressed: Name, H. W. Oliver; Title, Auditor; address, Va.-Bristol, Tenn.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—September 17, 1912.

Date of last closing of stock books before end of year for which this report is made—September 7, 1912.

Total number of stockholders of record at that date—8.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—This company is advised that the Southern Railway Company has reported to the Interstate Commerce Commission that it controls this company through the ownership of its entire capital stock.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|----------------------|------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> | | | | |
| Virginia and Southwestern Railway..... | St. Charles, Va..... | Mountain City, Tenn. | 151.30 | ----- |
| Virginia and Southwestern Railway..... | Moc. Gap, Va..... | Persia Jct., Tenn..... | 37.76 | 189.06 |
| <i>Under Lease:</i> | | | | |
| Southern Railway..... | Bulls Gap, Tenn..... | Rogersville, Tenn..... | 14.00 | 14.00 |
| <i>Trackage Rights:</i> | | | | |
| Louisville and Nashville Railroad..... | Appalachia, Va..... | Norton, Va..... | 10.00 | ----- |
| Norfolk and Western Ry. | Norton, Va..... | Toms Creek, Va..... | 12.08 | ----- |
| Interstate Railroad..... | Appalachia, Va..... | Stonega, Va..... | 5.00 | ----- |
| Interstate Railroad..... | Appalachia, Va..... | Norton, Va..... | 10.00 | 37.08 |
| Total..... | ----- | ----- | ----- | 240.14 |

STATE OF VIRGINIA.

| | | | | |
|--|----------------------|-----------------------|-------|--------|
| Virginia and Southwestern Railway..... | St. Charles, Va..... | Bristol, Va..... | 92.18 | 99.21 |
| Virginia and Southwestern Railway..... | Moc. Gap, Va..... | Tenn. State line..... | 6.03 | |
| Louisville and Nashville Railroad..... | Appalachia, Va..... | Norton, Va..... | 10.00 | 37.08 |
| Norfolk and Western Ry. | Norton, Va..... | Toms Creek, Va..... | 12.08 | |
| Interstate Railroad..... | Appalachia, Va..... | Stonega, Va..... | 5.00 | |
| Interstate Railroad..... | Appalachia, Va..... | Norton, Va..... | 10.00 | |
| Total mileage operated..... | ----- | ----- | ----- | 135.29 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Miscellaneous Investments—Physical Property.

| DESIGNATION | Character of Business | State or Territory | Net Investment |
|----------------------------|-----------------------|--------------------|----------------|
| Leased rail and track..... | Rock quarry..... | Virginia..... | \$ 8,428 97 |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | LEASE OR AGREEMENT | | | | | Concise Summary of Provisions |
|-------------------------------|--------------------|-------------|-----------|-----------|-------------------------------|-------------------------------|
| | Miles of Line | Date | Term | | | |
| | | | From | To | | |
| Southern Railway Company..... | 14.00 | Jan. 1..... | 1910..... | 1940..... | Rental \$10,000.00 per annum. | |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | Term | | Total Par Value Authorized | Total Par Value Outstanding | Total Par Value Held by Respondent | | | Total Par Value Not Held by Respondent | Interest | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|---|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | |
| First mortgage gold..... | 1903 | 2003 | \$ 2,000,000 | \$ 2,000,000 | ..... | ..... | ..... | \$ 2,000,000 | 5 | J. & J. | \$ 100,000 00 | \$ 100,000 00 |
| First con. mortgage gold..... | 1908 | 1958 | \$ 7,000,000 | \$ 5,000,000 | ..... | ..... | ..... | \$ 5,000,000 | 5 | A. & O. | 250,000 00 | 250,000 00 |
| Total..... | ..... | ..... | \$ 9,000,000 | \$ 7,000,000 | ..... | ..... | ..... | \$ 7,000,000 | ..... | ..... | \$ 350,000 00 | \$ 350,000 00 |

FUNDED DEBT—CONTINUED—EQUIPMENT TRUST OBLIGATIONS.
General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | EQUIPMENT COVERED |
|-----------------------------------|--------------------|------|--------------------|---|
| Equipment bonds, series "E" | Nov. 1, 1911..... | 10 | 20 | 7 locomotives, 101 to 107 inclusive, 600 gondola cars, 10,250 to 10,849 inclusive, 65 box cars, 1,100 to 1,164 inclusive, 3 locomotives, 108 to 110 inclusive. |
| Equipment bonds, series "F" | June 6, 1913 | 10 | 20 | 445 steel H. E. coal cars, 7,000 to 7, 444 inclusive. |

Statement of Amount.

| SERIES OR OTHER DESIGNATION | Cash Paid on Delivery of Equipment | DEFERRED PAYMENTS | | | | INTEREST | | |
|---------------------------------------|------------------------------------|-------------------|--------------------|-----------------|--------------------|--------------------------------|-----------------------------|-------------------------------|
| | | PRINCIPAL | | INTEREST | | Amount Accrued During the Year | Amount Paid During the Year | Rate |
| | | Original Amount | Amount Outstanding | Original Amount | Amount Outstanding | | | |
| Equipment car trust, series "E" | \$ 140,850 00 | \$ 500,000 00 | \$ 425,000 00 | \$ 118,125 00 | \$ 89,025 00 | \$ 20,437 50 | \$ 17,250 00 | 4 ¹ / ₂ |
| Equipment car trust, series "F" | 75,230 00 | 425,000 00 | 425,000 00 | 111,000 00 | 110,035 56 | 944 44 | ..... | 5 |
| Total | \$ 216,080 00 | \$ 925,000 00 | \$ 850,000 00 | \$ 229,125 00 | \$ 199,060 56 | \$ 21,381 94 | \$ 17,250 00 | ----- |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | |
|--|---|---|-------------------------------------|---------------------------------|---|-----------------------------------|----------------------|----------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | Amount Accrued During THE YEAR | Charged to Income | Charged to Construction |
| Mortgage bonds..... | \$ 7,000,000 | ----- | ----- | ----- | \$ 7,000,000 | | \$ 350,000 00 | \$ 350,000 00 |
| Equipment trust obligations..... | \$ 850,000 | ----- | ----- | ----- | 850,000 | | 20,437 50 | 17,250 00 |
| Total..... | \$ 7,850,000 | ----- | ----- | ----- | \$ 7,850,000 | | \$ 370,437 50 | \$ 367,250 00 |
| PURPOSE OF THE ISSUE | | | | | Total Cash Realized | REMARKS | | |
| | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | | | | | |
| Issued for cash..... | ----- | ----- | \$ 1,500,000 | | \$ 1,350,000 | Purchase of equipment. | | |
| Issued for construction of new properties..... | ----- | ----- | 430,000 | | 397,750 | | | |
| Issued for additions and betterments..... | ----- | ----- | 1,000,000 | | 925,000 | | | |
| Issued for purchase of railway or other prop- erty..... | \$ 425,000 | \$ 406,937 | 850,000 | | 896,937 | | | |
| Total..... | \$ 425,000 | \$ 406,937 | 4,070,000 | | 4,700,000 | | \$ 944 44 | \$ 367,250 00 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PAID MILES OF LINE | |
|--------------------|-----------------------------------|--------------|------------------------|------------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 2,000,000 | \$ 2,000,000 | ----- | 189.06 | \$ 10,579 |
| Funded debt..... | 7,850,000 | 7,850,000 | ----- | 189.06 | 41,521 |
| Total..... | \$ 9,850,000 | \$ 9,850,000 | ----- | 189.06 | \$ 52,100 |

DISCOUNT ON SECURITIES.
On Funded Debt.

| CLASS OF BOND OR OBLIGATION | NET AMOUNT OF DISCOUNT | | |
|--|------------------------|--|--|
| | Total | Charged to Income or Profit and Loss | To be Charged During Remain- ing Life of Security |
| First consolidated mortgage bonds..... | \$ 257,250 00 | \$ 157,250 00 | \$ 100,000 00 |
| Equipment trust bonds..... | 25,062 50 | 25,062 50 | ----- |
| Total..... | \$ 282,312 50 | \$ 182,312 50 | \$ 100,000 00 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|---|--------------------------|------------------------|--------|--|---|
| | From | To | Miles | | |
| First mortgage gold bonds..... | Mountain City, Tenn..... | St. Charles, Va..... | 151.30 | | |
| First mortgage gold bonds..... | Moc. Gap, Va..... | Persia Jct., Tenn..... | 37.76 | | |
| First consolidated mortgage gold bonds..... | Moc. Gap, Va..... | Persia Jct., Tenn..... | 189.06 | \$ 10,579 | Equipment. |
| Equipment bonds, series "E"..... | | | 189.06 | 26,446 | Equipment. |
| Equipment bonds, series "F"..... | | | | | |

**EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—STATE OF VIRGINIA.**

| ACCOUNT | From Cash or Other Working Assets | From Special Appropriations | Property Retired or Converted | Total |
|--|---|--------------------------------|-------------------------------------|---------------|
| Right of way and station grounds. | \$ 292 00 | | | \$ 292 00 |
| Widening cuts and fills. | 8,750 17 | | | 8,750 17 |
| Protection of banks and drainage. | 786 97 | \$ 488 34 | | 1,225 31 |
| Bridges, trestles and culverts. | 3,418 85 | | | 3,418 85 |
| Increased weight of rail. | 4,289 90 | | | 4,289 90 |
| Improved frogs and switches. | 2,010 13 | | | 2,010 13 |
| Track fastenings and appurte- nances. | 4,823 00 | | | 4,823 00 |
| Ballast. | 8,475 44 | | | 8,475 44 |
| Sidings and spur tracks. | 4,300 11 | | \$ 326 93 | 3,973 18 |
| Fencing right of way. | | 44 46 | | 44 46 |
| Elimination of grade crossings. | 1,107 19 | | | 1,107 19 |
| Telegraph and telephone lines. | 15 11 | | | 15 11 |
| Station buildings and fixtures. | 766 88 | | | 766 88 |
| Shops, enginehouses and turn- tables. | 1,310 11 | | | 1,310 11 |
| Shop machinery and tools. | 1,368 26 | 21 35 | | 1,389 61 |
| Water and fuel stations. | 9 00 | | | 9 00 |
| Equipment. | 1,630 62 | | 43,934 39 | Cr. 42,303 77 |
| Other additions and betterments. | 3,635 09 | 82 68 | | 3,717 77 |
| Total—State of Virginia. | \$ 46,938 83 | \$ 636 83 | \$ 44,261 32 | \$ 3,314 34 |

ENTIRE LINE.

| | | | | |
|--|--------------|-------------|--------------|-----------------|
| Right of way and station grounds. | \$ 292 00 | | | \$ 292 00 |
| Widening cuts and fills. | 21,211 48 | \$ 105 33 | | 21,316 81 |
| Protection of banks and drainage. | 786 97 | 488 34 | | 1,225 31 |
| Bridges, trestles and culverts. | 3,418 85 | 43 34 | | 3,462 19 |
| Increased weight of rail. | 5,493 87 | | | 5,493 87 |
| Improved frogs and switches. | 2,067 83 | | | 2,067 83 |
| Track fastenings and appurte- nances. | 8,455 30 | | | 8,455 30 |
| Ballast. | 10,037 58 | | | 10,037 58 |
| Sidings and spur tracks. | 5,857 25 | | \$ 5,784 75 | 72 50 |
| Fencing right of way. | 405 43 | 180 10 | | 585 53 |
| Improvement of crossings under or over grade. | 278 73 | | | 278 73 |
| Elimination of grade crossings. | 1,107 19 | | | 1,107 19 |
| Telegraph and telephone lines. | 15 11 | | | 15 11 |
| Station buildings and fixtures. | 2,313 97 | | | 2,313 97 |
| Shops, enginehouses and turn- tables. | 1,310 11 | | | 1,310 11 |
| Shop machinery and tools. | 1,368 26 | 21 35 | | 1,389 61 |
| Water and fuel stations. | 9 00 | | | 9 00 |
| Equipment. | 2,717 70 | | 73,223 99 | Cr. 70,506 29 |
| Other additions and betterments. | 3,783 46 | 272 63 | | 4,056 09 |
| Total. | \$ 70,870 09 | \$ 1,111 09 | \$ 79,008 74 | \$ Cr. 7,027 56 |

Explanatory Remarks.

Other additions and betterments—

Entire line:

Virginia

\$3,453 74 Section houses. \$ 3,453 74

264 03 Crossings and signs. 602 35

\$3,717 77 \$ 4,056 09

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | From Cash or Other Working Assets | | | |
| I. ROAD: | | | | |
| Engineering..... | | | \$ 42,723 39 | \$ 42,723 39 |
| Right of way and station grounds..... | | \$ 292 00 | 15,126 06 | 15,418 06 |
| Real estate..... | | | 706 00 | 706 00 |
| Grading..... | \$ 542 99 | 22,542 12 | 409,550 88 | 432,635 99 |
| Bridges, trestles and culverts..... | | 4,848 11 | 284,391 33 | 289,239 44 |
| Ties..... | 1,009 20 | 72 50 | 62,110 79 | 63,192 49 |
| Rails..... | 542 52 | 5,493 87 | 234,536 02 | 240,572 41 |
| Frogs and switches..... | 466 69 | 2,057 83 | 12,402 57 | 14,927 09 |
| Track fastenings and other material..... | 172 50 | 8,455 30 | 39,716 66 | 48,344 46 |
| Ballast..... | 439 90 | 10,037 58 | 99,522 36 | 109,999 84 |
| Track laying and surfacing..... | 346 64 | | 98,421 36 | 98,768 00 |
| Fencing right of way..... | 172 26 | 585 53 | 6,291 06 | 7,048 85 |
| Crossings and signs..... | 2 00 | 602 35 | 6,558 31 | 7,162 66 |
| Interlocking and other signal apparatus..... | | | 678 20 | 678 20 |
| Telegraph and telephone lines..... | 15 83 | 15 11 | 4,028 97 | 4,056 91 |
| Station buildings and fixtures..... | 1,334 81 | 2,313 97 | 12,690 41 | 16,339 19 |
| Shops, enginehouses and turntables..... | | 1,310 11 | 5,698 77 | 7,003 88 |
| Shop machinery and tools..... | | 1,389 61 | 10,479 34 | 11,868 95 |
| Water stations..... | | 9 00 | 11,852 15 | 11,861 15 |
| Fuel stations..... | | | 6,161 84 | 6,161 84 |
| Electric light plants..... | | | 776 14 | 776 14 |
| Miscellaneous structures..... | 69 40 | 3,458 74 | 5,363 48 | 8,886 62 |
| Cost of road purchased..... | 77 00 | | 1,866,474 51 | 1,866,551 51 |
| Total..... | \$ 5,191 74 | \$ 63,478 73 | \$3,236,255 60 | \$ 3,304,926 07 |
| II. EQUIPMENT: | | | | |
| Steam locomotives..... | | | \$ 280,795 34 | \$ 280,795 34 |
| Passenger-train cars..... | | | 21,983 50 | 21,983 50 |
| Freight-train cars..... | | \$Cr. 70,506 29 | 929,048 43 | 857,542 14 |
| Work equipment..... | | | 17,000 04 | 17,000 04 |
| Total..... | | \$Cr. 70,506 29 | \$1,227,827 31 | \$ 1,157,321 02 |
| III. GENERAL EXPENDITURES: | | | | |
| Law expenses..... | | | \$ 1,568 46 | \$ 1,568 46 |
| Stationery and printing..... | | | 47 25 | 47 25 |
| Taxes..... | | | 832 87 | 832 87 |
| Interest and commissions..... | | | 200,091 49 | 200,091 49 |
| Other expenditures..... | \$ 500 00 | | 6,142 39 | 6,642 39 |
| Total..... | \$ 500 00 | | \$ 208,682 46 | \$ 209,182 46 |
| RECAPITULATION | | | | |
| I. Road..... | \$ 5,191 74 | \$ 63,478 73 | \$3,236,255 60 | \$ 3,304,926 07 |
| II. Equipment..... | | Cr. 70,506 29 | 1,227,827 31 | 1,157,321 02 |
| III. General expenditures..... | 500 00 | | 208,682 46 | 209,182 46 |
| Total—Entire line..... | \$ 5,691 74 | \$Cr. 7,027 56 | \$4,672,765 37 | \$ 4,671,429 55 |
| Total—State of Virginia..... | \$ 4 27 | \$ 3,314 34 | \$2,930,358 82 | \$ 2,933,677 43 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—STATE OF VIRGINIA.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | From Cash or Other Working Assets | | | |
| I. ROAD: | | | | |
| Engineering..... | | | \$ 6,835 74 | \$ 6,835 74 |
| Right of way and station grounds..... | | \$ 292 00 | 5,858 25 | 6,150 25 |
| Real estate..... | | | 706 00 | 706 00 |
| Grading..... | | 9,975 48 | 117,761 43 | 127,736 91 |
| Bridges, trestles and culverts..... | | 4,526 04 | 70,259 55 | 74,785 59 |
| Ties..... | | 527 94 | 15,853 69 | 16,381 63 |
| Rails..... | | 5,708 87 | 66,164 60 | 71,873 27 |
| Frogs and switches..... | | 2,819 62 | 2,627 51 | 5,347 13 |
| Track fastenings and other material..... | | 5,354 02 | 14,645 95 | 19,999 97 |
| Ballast..... | | 8,475 44 | 25,857 77 | 34,333 21 |
| Track laying and surfacing..... | | 685 96 | 25,322 50 | 26,008 46 |
| Fencing right of way..... | | 44 46 | 3,076 27 | 3,120 73 |
| Crossings and signs..... | | 82 68 | 1,049 32 | 1,132 00 |
| Interlocking and other signal apparatus..... | | | 675 85 | 675 85 |
| Telegraph and telephone lines..... | \$ 2 50 | 15 11 | 2,210 46 | 2,228 07 |
| Station buildings and fixtures..... | 1 77 | 766 88 | 6,146 77 | 6,915 42 |
| Shops, enginehouses and turntables..... | | 1,310 11 | 5,693 77 | 7,003 88 |
| Shop machinery and tools..... | | 1,389 61 | 10,479 34 | 11,868 95 |
| Water stations..... | | 9 00 | 4,402 97 | 4,411 97 |
| Fuel stations..... | | | 6,149 34 | 6,149 34 |
| Electric light plants..... | | | 770 14 | 770 14 |
| Miscellaneous structures..... | | 3,635 09 | 4,851 97 | 8,497 06 |
| Cost of road purchased..... | | | 1,866,474 51 | 1,866,474 51 |
| Total—State of Virginia | \$ 4 27 | \$ 45,618 11 | \$2,263,773 70 | \$ 2,309,396 08 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|------------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 3,710,091 58 | \$ 2,670,980 65 |
| Equipment..... | 1,860,869 62 | 1,046,739 16 |
| Investment since June 30, 1907..... | 4,671,429 55 | 2,933,677 43 |
| Total..... | \$ 10,242,390 75 | \$ 6,651,397 24 |
| Reserve for accrued depreciation—Cr..... | 752,061 81 | 391,083 54 |
| Net total..... | \$ 9,490,308 94 | \$ 6,260,314 70 |
| Cost per mile of line..... | 50,197 34 | 63,744 17 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|--|-----------------|---------------|
| Rail operations—Revenues..... | \$ 1,806,626 57 | |
| Rail operations—Expenses..... | 1,254,268 26 | |
| Net revenue—Rail operations..... | | \$ 552,358 31 |
| Net railway operating revenue..... | | \$ 552,358 31 |
| Railway tax accruals..... | | 73,260 40 |
| Railway operating income..... | | \$ 479,097 91 |
| OTHER INCOME: | | |
| Hire of equipment—Credit balance..... | \$ 239,337 35 | |
| Joint facility rent income..... | 4,197 30 | |
| Miscellaneous rent income..... | 1,231 57 | |
| Net profit from miscellaneous physical property..... | 788 47 | |
| Income from unfunded securities and accounts..... | 5,091 67 | |
| Total other income..... | | 250,646 36 |
| Gross income..... | | \$ 729,744 27 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Deductions for lease of other roads..... | \$ 10,000 00 | |
| Joint facility rent deductions..... | 31,767 52 | |
| Interest deductions for funded debt..... | 370,437 50 | |
| Amortisation of discount on funded debt..... | 3,000 00 | |
| Total deductions..... | | 415,205 02 |
| Net income..... | | \$ 314,539 25 |
| DISPOSITION OF NET INCOME: | | |
| Appropriations of income for additions and betterments..... | | 1,111 09 |
| Income balance transferred to credit of profit and loss..... | | \$ 313,428 16 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|---------------|---------------|
| Balance (at beginning of fiscal period)..... | | \$ 610,315 74 |
| Credit balance transferred from income account..... | | 313,428 16 |
| Miscellaneous credits..... | | 14,114 21 |
| Dividend appropriations of surplus..... | \$ 100,000 00 | |
| Debt discount extinguished through surplus..... | 52,312 50 | |
| Miscellaneous debits..... | 3,815 87 | |
| Balance credit carried to general balance sheet..... | 781,729 74 | |
| Total..... | \$ 937,858 11 | \$ 937,858 11 |

Deductions for Year:

| | |
|---|-------------|
| Trackage bills prior to July 1, 1912..... | \$ 800 70 |
| Property abandoned..... | 3,015 17 |
| | \$ 3,815 87 |

Additions for Year:

| | |
|--|-------------|
| June per diem exc. not included in income for year ending June 30, 1912..... | 13,772 59 |
| Manilla rope sold, charged to expenses prior to July 1, 1912..... | 341 62 |
| | \$14,114 21 |

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Par Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|----------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| Common stock..... | \$ | ----- | \$ 2,000,000 | | \$ 100,000 00 | 1913 | 1913 |

SECURITIES OWNED—FUNDED DEBT.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | UNPLEGGED | | INTEREST ACCRUED | |
|---|--------------------|-----------------------|------------------|--------|
| | Total Par Value | Cost or Book Value | Rate | Amount |
| Other than railway companies—Active: Georgia Industrial and Realty Com- pany certificate of indebtedness..... | \$ 1,899,070 | \$ 18,990 70 | ----- | ----- |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | Par Value | Dividends or Interest |
|---|--------------|--------------------------|
| FUNDED DEBT: Funded debt of other than railway companies—Active..... | \$ 18,990 70 | ----- |

OPERATING RESERVES.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|---|----------------------------|-------------------------------|----------------------------------|----------------------------|
| Car repairs..... | \$ 13,238 49 | \$ 30,352 73 | \$ 30,230 29 | \$ 13,356 93 |
| Special for maintenance..... | 1,150 24 | ----- | 1,150 24 | ----- |
| Reserve for depreciation of main- tenance..... | 17,738 91 | ----- | 503 29 | 17,235 62 |
| Overcharge claims..... | 6,065 44 | 4,593 87 | 2,740 95 | 7,918 36 |
| Loss and damage claims..... | 7,030 34 | 3,661 39 | 3,177 49 | 7,514 24 |
| Injury to persons..... | 974 57 | 20,039 77 | 18,410 71 | 2,603 63 |
| Safety appliances..... | 2,244 90 | 3,615 84 | 4,925 11 | 935 63 |
| Total..... | \$ 48,442 89 | \$ 62,263 60 | \$ 61,142 08 | \$ 49,564 41 |

ADVANCES TO PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES.

Advances for Construction, Equipment, and Betterments.

| NAME OF COMPANY | Amount |
|--------------------------------------|---------------|
| Bankers Trust Company, trustees..... | \$ 500,230 00 |

**SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—
PHYSICAL PROPERTY.**

Miscellaneous Investments—Physical Property.

| DESIGNATION | Revenue (or Income) | Expenses | Net Income or Loss | Taxes |
|--|------------------------|----------|-----------------------|-------|
| Southern Mining and Manufacturing Company..... | \$ 788 47 | ----- | \$ 788 47 | ----- |

RENTS RECEIVABLE.

Joint Facility Rent Income.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|---|-------------------|----------------------------------|-------------|
| <i>Tracks:</i> V. & S. W. Ry., Intermont to Pigeon Creek Jct..... | Wise Co., Va..... | Louisville & Nashville R. R. Co. | \$ 28 34 |
| V. & S. W. Ry., Pocket to St. Charles, Va..... | Virginia..... | Louisville & Nashville R. R. Co | 4,009 83 |
| V. & S. W. Ry., Appalachia to one-half mile west of Keokee Jct..... | Virginia..... | Stonega Coal and Coke Co..... | 71 85 |
| V. & S. W. Ry., Appalachia to one-half mile west of Keokee Jct..... | Virginia..... | Interstate R. R. Co..... | 87 25 |
| Total..... | ----- | ----- | \$ 4,197 30 |

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Amount |
|---|----------------|-------------|-------------|
| Various portions of right of way rented for lumber yards, etc., also various company houses along the line..... | Various..... | \$ 1,231 57 | \$ 1,231 57 |

RENTS PAYABLE.
Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|--------------------------|---|--|--------------------------------------|
| Tracks..... | Appalachia, Va., to Norton, Va. Norton, Va., to Toms Creek, Va. Appalachia, Va., to Stonega, Va. Appalachia, Va., to Norton, Va. | Louisville & Nashville R. R. Co Norfolk and Western Ry. Co. Interstate R. R..... Interstate R. R..... | \$ 1,882'21 1,106 42 28,140 08 |
| Yards and terminals..... | Bristol Union Station..... | Norfolk & Western R. R..... | 636 86 |
| Total..... | | | \$ 31,767 52 |

Deductions for Lease of Other Roads.

| ROAD LEASED | Cash | Total |
|---|--------------|--------------|
| Bulls Gap, Tenn., to Rogersville, Tenn..... | \$ 10,000 00 | \$ 10,000 00 |
| Southern Railway Company, owners..... | | |

HIRE OF EQUIPMENT.

Equipment Leased.

| KIND OF EQUIPMENT | NAME OF LESSEE | Amount |
|--|--------------------------------------|-------------|
| RENTS ACCRUED RECEIVABLE: Locomotive..... | Appalachia Terminal Association..... | \$ 975 72 |
| KIND OF EQUIPMENT | NAME OF LESSOR | Amount |
| RENTS ACCRUED PAYABLE: Various..... | Appalachia Terminal Association..... | \$ 2,046 75 |

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|--------|--------------------------------------|------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCURED ON EQUIPMENT BORROWED: | | | | | |
| Freight locomotives..... | 182½ | \$5 00 | | | \$ 912 50 |
| Passenger-train cars..... | 24 | Var. | 49,491 | Var. | 1,080 82 |
| Freight-train cars..... | 320,004 | Var. | | | 123,436 30 |
| Total..... | 320,210½ | | 49,491 | | \$ 125,429 62 |
| ACCURED ON EQUIPMENT LOANED: | | | | | |
| Freight locomotives..... | 69 | Var. | | | \$ 1,040 00 |
| Passenger-train cars..... | 303 | Var. | | | 599 00 |
| Freight-train cars..... | 916,154 | Var. | | | 362,081 75 |
| Work cars..... | 1,200 | Var. | | | 2,234 00 |
| Total..... | 917,726 | | | | \$ 365,954 75 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars.

| CARS USED | | | COMPENSATION | |
|--------------------------------|-------------------|------------------|---------------|-----------|
| NAME OF OWNER | Description | Number Car-miles | Rate | Amount |
| American Ref. Line..... | Refrigerator..... | 3,831 | $\frac{3}{4}$ | \$ 28 73 |
| Swift Ref. Company..... | Refrigerator..... | 2,923 | $\frac{3}{4}$ | 21 92 |
| Watauga Extract Company..... | Tank..... | 5,933 | $\frac{3}{4}$ | 44 50 |
| National Car Line..... | Refrigerator..... | 287 | $\frac{3}{4}$ | 2 90 |
| Live Poultry Trans. Co..... | Poultry..... | 142 | 6-10 | 85 |
| Cent. Fruit Deep. Line..... | Refrigerator..... | 59 | $\frac{3}{4}$ | 44 |
| Armes Palace Horse Car Co..... | Stock..... | 25 | 6-10 | 15 |
| Lemac Carrier Company..... | Refrigerator..... | 56 | $\frac{3}{4}$ | 42 |
| Morris & Company..... | Refrigerator..... | 1,347 | $\frac{3}{4}$ | 10 10 |
| Merchants Deep. Trans. Co..... | Refrigerator..... | 232 | $\frac{3}{4}$ | 1 74 |
| Mather Stock Car Company..... | Stock..... | 130 | 6-10 | 78 |
| Santa Fe Ref. D. Co..... | Refrigerator..... | 536 | $\frac{3}{4}$ | 4 02 |
| Total..... | | 15,601 | | \$ 116 55 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|---------------|
| Equipment leased..... | \$ 975 72 | \$ 2,046 95 |
| Equipment interchanged..... | 365,954 75 | 125,429 62 |
| Private cars..... | | 116 55 |
| Total..... | \$ 366,930 47 | \$ 127,583 12 |
| Balance, as shown in income statement..... | 239,337 35 | |

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX | SPECIFIC TAX | | On Property Owned, not Used in Operation and Miscellaneous | Internal Revenue | TOTAL |
|--------------------|--|------------------------------|--|--|------------------|-------------|
| | On the Value of Real and Personal Property | On Stocks Bonds, Loans, Etc. | On Gross or Net Earnings, Revenue or Dividends | | U. S. Government | |
| Virginia..... | \$ 33,435 53 | \$ 25 00 | \$9,100 44 | \$ 172 18 | | \$42,733 15 |
| Tennessee..... | 24,789 84 | | | 197 92 | \$5,539 49 | 5,539 49 |
| Total..... | \$ 58,225 37 | \$ 25 00 | \$9,100 44 | \$ 370 10 | \$5,539 49 | \$73,260 40 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All new funded debt issued—Equipment trust series "F" five per cent. gold bonds, issued June 15, 1913, for \$425,000.00 in part payment for three locomotives and 445 steel H. B. coal cars, payable in twenty semi-annual installments, last installment due June 15, 1913.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | |
|------------------|---|------------------|-------------------------|
| Amount | ASSETS | Amount | Increase or Decrease |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 3,710,091 58 | Road..... | \$ 3,710,091 58 | |
| 1,860,869 62 | Equipment..... | 1,860,869 62 | |
| | Investment since June 30, 1907: | | |
| 3,236,255 60 | Road..... | 3,304,926 07 | \$ 68,670 47 |
| 1,227,827 31 | Equipment..... | 1,157,321 02 | *70,506 29 |
| 208,682 46 | General expenditures..... | 209,182 46 | 500 00 |
| \$ 10,243,726 57 | | \$ 10,242,390 75 | \$ *1,335 82 |
| 671,009 83 | Reserve for accrued depreciation—Cr..... | 752,081 81 | 81,071 98 |
| \$ 9,572,716 74 | Total..... | \$ 9,490,308 94 | \$ *82,407 80 |
| | <i>III. Other Investments:</i> | | |
| | Miscellaneous investments: | | |
| \$ 11,142 74 | Physical property..... | \$ 8,428 97 | \$ *2,713 77 |
| 18,990 70 | Securities—Unpledged..... | 18,990 70 | |
| \$ 30,133 44 | Total..... | \$ 27,419 67 | \$ *2,713 77 |
| | WORKING ASSETS | | |
| \$ 204,078 24 | Cash..... | \$ 333,072 23 | |
| 59,485 64 | Traffic and car-service balances due from other companies..... | 74,308 25 | 14,822 61 |
| 3,144 88 | Net balance due from agents and conductors..... | 1,431 85 | *1,713 03 |
| 46,767 97 | Miscellaneous accounts receivable..... | 47,193 36 | 425 39 |
| 112,032 01 | Materials and supplies..... | 132,808 36 | 20,776 35 |
| 203 53 | Other working assets..... | 1,479 41 | 1,278 89 |
| \$ 425,714 27 | Total..... | \$ 590,293 46 | \$ 164,579 19 |
| | DEFERRED DEBIT ITEMS | | |
| | Advances: | | |
| \$ 5,691 00 | Working funds..... | \$ 8,191 00 | \$ 2,500 00 |
| 358,380 68 | Other advances..... | 354,922 44 | *4,458 24 |
| 187,250 00 | Unextinguished discount on funded debt..... | 100,000 00 | *87,250 00 |
| | Special deposits..... | 500,230 00 | 500,230 00 |
| 17,043 41 | Other deferred debit items..... | 20,080 37 | 3,036 76 |
| \$ 515,365 09 | Total..... | \$ 983,423 81 | \$ 468,058 72 |
| \$ 10,543,929 54 | Grand total..... | \$ 11,091,445 88 | \$ 547,516 34 |

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|------------------|--|------------------|-------------------------|
| Amount | LIABILITIES | Amount | |
| | STOCK | | |
| \$ 2,000,000 00 | Common stock..... | \$ 2,000,000 00 | ----- |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 7,000,000 00 | Mortgage bonds..... | \$ 7,000,000 00 | ----- |
| 475,000 00 | Equipment trust obligations..... | 850,000 00 | \$ 375,000 00 |
| \$ 7,475,000 00 | Total..... | \$ 7,850,000 00 | \$ 375,000 00 |
| | WORKING LIABILITIES | | |
| \$ 51,706 58 | Traffic and car-service balances due to other companies..... | \$ 36,808 12 | \$ *14,898 46 |
| 91,484 16 | Audited vouchers and wages unpaid..... | 103,802 41 | 12,318 25 |
| 5,149 36 | Miscellaneous accounts payable..... | 3,993 32 | *1,156 04 |
| 53,550 00 | Matured interest, dividends and rents unpaid..... | 52,075 00 | *1,475 00 |
| 21,686 42 | Other working liabilities..... | 20,952 90 | *733 52 |
| \$ 223,576 52 | Total..... | \$ 217,631 75 | \$ *5,944 77 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 66,062 50 | Unmatured interest, dividends and rents payable..... | \$ 66,631 94 | \$ 569 44 |
| 29,848 99 | Taxes accrued..... | 34,394 49 | 4,545 50 |
| \$ 95,911 49 | Total..... | \$ 101,026 43 | \$ 5,114 94 |
| | DEFERRED CREDIT ITEMS | | |
| \$ 48,442 89 | Operating reserves..... | \$ 49,564 41 | \$ 1,121 52 |
| 749 54 | Other deferred credit items..... | 449 10 | *300 44 |
| \$ 49,192 43 | Total..... | \$ 50,013 51 | \$ 821 08 |
| | APPROPRIATED SURPLUS | | |
| \$ 89,933 36 | Additions to property since June 30, 1907, through income..... | \$ 91,044 45 | \$ 1,111 09 |
| | PROFIT AND LOSS | | |
| \$ 610,315 74 | Balance..... | \$ 781,729 74 | \$ 171,414 00 |
| \$ 10,543,929 54 | Grand total..... | \$ 11,091,445 88 | \$ 547,516 34 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|---|-----------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 1,673 | 5,065 | 6,738 | .30 |
| Flour..... | 2,075 | 841 | 2,916 | .13 |
| Other mill products..... | 2,689 | 2,321 | 5,010 | .22 |
| Hay..... | 367 | 492 | 859 | .04 |
| Cotton..... | ..... | 58 | 58 | ..... |
| Fruit and vegetables..... | 649 | 382 | 1,031 | .05 |
| Other products of agriculture..... | 32 | 354 | 386 | .01 |
| Total..... | 7,485 | 9,513 | 16,998 | .75 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 4,873 | 379 | 5,252 | .23 |
| Packing-house products..... | 421 | 773 | 1,194 | .05 |
| Poultry, game and fish..... | 1,849 | 8 | 1,857 | .08 |
| Hides and leather..... | 19 | 206 | 225 | .01 |
| Other products of animals..... | 57 | 81 | 138 | .01 |
| Total..... | 7,219 | 1,447 | 8,666 | .38 |
| <i>Products of Mines:</i> | | | | |
| Bituminous coal..... | 1,732,962 | 59,533 | 1,793,495 | 78.80 |
| Coke..... | 167,563 | 3,294 | 170,857 | 7.55 |
| Stone, sand and other like articles..... | 37,283 | 3,357 | 40,640 | 1.79 |
| Other products of mines..... | 5,555 | 135 | 5,690 | .25 |
| Total..... | 1,943,363 | 57,319 | 2,000,682 | 88.39 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 60,788 | 12,534 | 73,322 | 3.24 |
| Other products of forests..... | 89,883 | 3,922 | 93,805 | 4.15 |
| Total..... | 150,671 | 16,456 | 167,127 | 7.39 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 217 | 219 | 436 | .02 |
| Sugar..... | 6 | 699 | 705 | .03 |
| Iron, pig and bloom..... | 8,299 | 498 | 8,797 | .39 |
| Iron and steel rails..... | 514 | 1,622 | 2,136 | .10 |
| Other castings and machinery..... | 931 | 1,188 | 2,119 | .09 |
| Cement, brick and lime..... | 305 | 8,543 | 8,848 | .39 |
| Agricultural implements..... | ..... | 300 | 300 | .01 |
| Wagons, carriages, tools, etc..... | ..... | 252 | 252 | .01 |
| Wines, liquors and beers..... | ..... | 565 | 565 | .03 |
| Household goods and furniture..... | 708 | 225 | 933 | .04 |
| Other manufactures..... | 6,255 | 7,342 | 13,597 | .60 |
| Total..... | 17,235 | 21,453 | 38,688 | 1.71 |
| Miscellaneous: Other commodities not mentioned above..... | 20,351 | 10,946 | 31,297 | 1.38 |
| Total tonnage..... | 2,146,324 | 117,134 | 2,263,458 | 100.00 |

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | FREIGHT ORIGINATING ON THIS ROAD | | Freight Received from Connect- ing Roads and Other Carriers | TOTAL FREIGHT TON- NAGE | |
|---|-------------------------------------|--------------------------------|--|----------------------------|-----------|
| | Delivered to Consignee | Delivered to Other Carriers | | Whole Tons | Per Cent. |
| | Whole Tons | Whole Tons | | | |
| <i>Products of Agriculture:</i> | | | | | |
| Grain..... | 192 | | | 192 | .11 |
| Flour..... | 432 | 606 | | 1,038 | .60 |
| Other mill products..... | 90 | 120 | | 210 | .12 |
| Hay..... | 60 | | | 60 | .03 |
| Fruit and vegetables..... | 20 | | | 20 | .01 |
| Total..... | 794 | 726 | | 1,520 | .87 |
| <i>Products of Animals:</i> | | | | | |
| Live stock..... | 228 | | | 228 | .13 |
| Other products of animals..... | 91 | | | 91 | .05 |
| Total..... | 319 | | | 319 | .18 |
| <i>Products of Mines:</i> | | | | | |
| Bituminous coal..... | 48,372 | 43,284 | 31,284 | 122,940 | 71.27 |
| Coke..... | 1,368 | | | 1,368 | .79 |
| Stone, sand and other like articles..... | 6,840 | 13,464 | | 20,304 | 11.77 |
| Total..... | 56,580 | 56,748 | 31,284 | 144,612 | 83.83 |
| <i>Products of Forests:</i> | | | | | |
| Lumber..... | 5,856 | 320 | 112 | 6,288 | 3.65 |
| Other products of forests..... | 9,916 | | | 9,916 | 5.75 |
| Total..... | 15,772 | 320 | 112 | 16,204 | 9.40 |
| <i>Manufactures:</i> | | | | | |
| Petroleum and other oils..... | 156 | | | 156 | .09 |
| Castings and machinery..... | 63 | 51 | | 114 | .07 |
| Cement, brick and lime..... | 55 | | | 55 | .03 |
| Household goods and furniture..... | | | 60 | 60 | .04 |
| Other manufactures..... | 516 | 288 | | 804 | .47 |
| Total..... | 790 | 339 | 60 | 1,189 | .70 |
| Miscellaneous: Other com- modities not mentioned above.. | 8,424 | 141 | 86 | 8,651 | 5.02 |
| Total tonnage—State.... | 82,679 | 58,274 | 31,542 | 172,495 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|---|-------|
| | Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 6,738 | 521,452 | 5,971 | 1 | 145 |
| Hay..... | 859 | 64,770 | 1,263 | 1 | 950 |
| Cotton..... | 58 | 638 | 76 | 11 | 912 |
| Live stock..... | 5,252 | 325,620 | 8,589 | 2 | 638 |
| Bituminous coal..... | 1,783,495 | 146,915,554 | 1,146,734 | ----- | 781 |
| Lumber..... | 73,322 | 5,437,063 | 83,476 | 1 | 535 |

MILEAGE—ENTIRE LINE.

Mileage of Road Operated (All Tracks.)

| LINE IN USE | LINE OWNED | | Line Operated Under Lease | Line Operated Under Trackage Rights | Total Mileage Operated | New Line Constructed During Year | RAILS | |
|--|------------|--------------------|---------------------------|-------------------------------------|------------------------|----------------------------------|-------|--------|
| | Main Line | Branches and Spurs | | | | | Iron | Steel |
| ENTIRE LINE: | | | | | | | | |
| Miles of single track..... | 189.06 | ----- | 14.00 | 37.08 | 240.14 | ----- | ----- | 203.06 |
| Miles of yard track and sidings..... | 80.46 | ----- | 7.43 | 18.77 | 106.66 | ----- | ----- | 88.34 |
| Total mileage operated (all tracks)... | 269.52 | ----- | 21.43 | 55.85 | 346.80 | ----- | ----- | 291.40 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | |
|---------------------------------------|--------|-------|-------|-------|--------|-------|-------|--------|
| Virginia..... | 98.21 | ----- | ----- | 37.08 | 135.29 | ----- | ----- | 98.21 |
| Tennessee..... | 90.85 | ----- | 14.00 | ----- | 104.85 | ----- | ----- | 104.85 |
| Total mileage operated (single track) | 189.06 | ----- | 14.00 | 37.08 | 240.14 | ----- | ----- | 203.06 |

MILEAGE—ENTIRE LINE—CONTINUED.

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Constructed During Year | RAILS | |
|---------------------------------------|------------|--------------------|---------------------|----------------------------------|-------|--------|
| | Main Line | Branches and Spurs | | | Iron | Steel |
| Virginia..... | 98.21 | ----- | 98.21 | ----- | ----- | 98.21 |
| Tennessee..... | 90.85 | ----- | 90.85 | ----- | ----- | 90.85 |
| Total mileage operated (single track) | 189.06 | ----- | 189.06 | ----- | ----- | 189.06 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. *Accidents Resulting from the Movement of Trains, Locomotives, or Cars.*

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | |
|---|-------------------|---------|-----------------|---------|--------|---------|
| | TRAINMEN | | OTHER EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured |
| Collisions..... | ----- | 6 | ----- | ----- | ----- | 6 |
| Derailments..... | 1 | 6 | ----- | ----- | 1 | 6 |
| Parting of trains..... | ----- | 2 | ----- | ----- | ----- | 2 |
| Falling from trains, locomotives, or cars..... | ----- | 1 | ----- | ----- | ----- | 1 |
| Jumping on or off trains, locomotives, or cars..... | ----- | 2 | ----- | 4 | ----- | 6 |
| Other causes..... | ----- | 27 | ----- | ----- | ----- | 27 |
| Total..... | 1 | 44 | ----- | 4 | 1 | 48 |

Average number employed during year: Trainmen, 185; stationmen, 56; shopmen, 256; trackmen, 208; telegraph employees, 18; other employees, 147; total, 870.

| KIND OF ACCIDENT | PASSENGERS | | OTHER PERSONS | | | | | |
|--|------------|---------|---------------|---------|-----------------|---------|--------|---------|
| | | | TRESPASSING | | NOT TRESPASSING | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Collisions..... | ----- | 2 | ----- | ----- | ----- | ----- | ----- | ----- |
| Derailments..... | ----- | ----- | ----- | ----- | 1 | ----- | 1 | ----- |
| Falling from trains, locomotives, or cars..... | ----- | ----- | ----- | 1 | ----- | ----- | ----- | 1 |
| Struck by trains, locomotives, or cars: | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| At highway crossings..... | ----- | ----- | ----- | 1 | ----- | ----- | ----- | 1 |
| At other points along track..... | ----- | ----- | 1 | ----- | ----- | ----- | 1 | ----- |
| Other causes..... | 1 | ----- | ----- | 2 | ----- | ----- | ----- | 2 |
| Total..... | ----- | 3 | 1 | 4 | 1 | ----- | 2 | 4 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA—CONTINUED.

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | |
|-------------------------------------|-------------------|---------|---------|---------|----------|---------|-----------------|---------|--------|---------|
| | STATIONMEN | | SHOPMEN | | TRACKMEN | | OTHER EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Handling tools, machinery, etc..... | | | | 27 | | 3 | | 5 | | 35 |
| Handling supplies, etc..... | | | | 4 | | 3 | | 8 | | 15 |
| Other causes..... | | 1 | | 1 | | 2 | | 7 | | 11 |
| Total..... | | 1 | | 32 | | 8 | | 20 | | 61 |

| SUMMARY | | TOTAL | |
|------------------------|--|--------|---------|
| | | Killed | Injured |
| TABLE A: | | | |
| Railway employees..... | | 1 | 48 |
| Passengers..... | | | 3 |
| Other persons..... | | 2 | 4 |
| TABLE B: | | | |
| Railway employees..... | | | 61 |
| Grand total..... | | 3 | 116 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|-----------------------|-------|------------------|---|-------------------------------------|------------------|---------------------------|--|-------------------|----------------------------|---|-------|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | ASCENDING GRADES | | | DESCENDING GRADES | | | |
| | | | | | | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles | |
| St. Charles, Va..... | Bristol, Va..... | 92.18 | 378 | 29.55 | 51.16 | 44 | 710 | 45.41 | 42 | 37.80 | 302 | 37.80 |
| Mcc. Gap, Va..... | Tenn. State line..... | 6.03 | 17 | 3.02 | 3.01 | 3 | 710 | 4.07 | 2 | 1.00 | 302 | 1.00 |
| Total..... | | 98.21 | 395 | 32.57 | 54.17 | 47 | 710 | 49.48 | 44 | 38.80 | 302 | 38.80 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|------------------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| BRIDGES: | | | | | | |
| Iron..... | 24 | 2,326 | 12 | 100 | | |
| Wooden..... | 5 | 1,832 | 412 | 525 | | |
| Combination..... | 1 | 410 | | | | |
| Total..... | 30 | 4,568 | | | | |
| TRESTLES: | | | | | | |
| Trestles..... | 132 | 15,925 | 10 | 533 | | |
| TUNNELS: | | | | | | |
| Tunnels..... | 4 | 1,590 | 100 | 800 | | |
| OVERHEAD HIGHWAY CROSSINGS: | | | | | | |
| Bridges..... | 4 | | | | 22 | |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | |
| Bridges..... | 1 | | | | 22 | |
| Tunnels..... | 4 | | | | 17 | 4 |

Gauge of track—4 feet, 8½ inches; 135.29 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line | Miles of Wire | NAME OF OWNER | NAME OF OPERATING COMPANY |
|------------------|------------------|---------------------------------|---------------------------------|
| 98.21 | 264.11 | Western Union Telegraph Co..... | Virginia & Southwestern Ry. Co. |

The Virginian Railway Company

HISTORY.

Exact name of common carrier making this report—The Virginian Railway Company.

Date of organization—February 20, 1904.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Under General Statutes of Virginia.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not a consolidated company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|--------------------------|-----------------------------|---|
| Urban H. Broughton..... | London, England..... | To serve until the annual meeting of stockholders, to be held January 31, 1914, or until their successors shall be elected and qualified. |
| Samuel L. Fuller..... | New York, N. Y..... | |
| William E. Benjamin..... | New York, N. Y..... | |
| William R. Coe..... | New York, N. Y..... | |
| Raymond DuPuy..... | Norfolk, Va..... | |
| Godfrey M. Hyams..... | New York, N. Y..... | |
| Edwin S. Marston..... | New York, N. Y..... | |
| H. H. Rogers..... | New York, N. Y..... | |
| Samuel Sloan..... | New York, N. Y..... | |
| John W. Sterling..... | New York, N. Y..... | |
| F. C. Uhlman..... | Norfolk, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|------------------------------|--------------------------|
| Vice-President..... | Raymond DuPuy..... | Norfolk, Va. |
| Secretary..... | James Clarke..... | New York, N. Y. |
| Treasurer..... | Geo. H. Church..... | New York, N. Y. |
| Attorney, or General Counsel..... | Brown, Jackson & Knight..... | Charleston, W. Va. |
| Auditor..... | F. C. Uhlman..... | Norfolk, Va. |
| General Manager..... | Raymond DuPuy..... | Norfolk, Va. |
| Assistant General Manager..... | James Berlingett..... | Norfolk, Va. |
| Chief Engineer..... | H. Fernstrom..... | Norfolk, Va. |
| General Freight Agent..... | S. M. Adsit..... | Norfolk, Va. |
| General Passenger Agent..... | S. M. Adsit..... | Norfolk, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, W. C. Everett; title, Auditor; address, Norfolk, Va.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

| NAME | Control | | | | | Other Parties to Agreement for Joint Control |
|---|---------------|--|------------------|--------------------|--|--|
| | Sole or Joint | How Established | Extent | Direct or Indirect | If Indirect, Name of Intermediary Through Which Control is Established | |
| <i>Active Corporations:</i> The Virginian Terminal Ry. Co. Norfolk Terminal Ry. Co. | Sole Joint | Ownership of stock. Ownership of stock. | 99 % 33 1/3 % | Direct Direct | | Norfolk and Western Railway, Norfolk and Southern R. R. |

FACTS PERTAINING TO CONTROL OF RESPONDENT

Date of last meeting of stockholders for election of directors—February 1, 1913.

Date of last closing of stock books before end of year for which this report is made—January 18, 1913.

Total number of stockholders of record at that date—69.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—The Tidewater Company either by that name or in its former corporate name of Tidewater Construction Company is the registered holder of a large majority of the capital stock of the respondent company and may exercise the major part of the voting power therein, but it exercises no other control of the respondent.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|-----------------------------------|-------------------------------------|--------------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> | | | | |
| The Virginian Ry. Co. | Sewalls Point, Va. | Deepwater, W. Va. | 440.82 | |
| The Virginian Ry. Co. | Connection near Tide | water Jct., Va. | .17 | 440.99 |
| <i>Branches and Spurs:</i> | | | | |
| Shockley Branch | Glen White Jct., W. Va | No name | 1.60 | |
| Shockley Branch | West Wye at Glen White Jct., W. Va. | | .33 | |
| Winding Gulf Branch | Mullen, W. Va. | Pemberton, W. Va. | 23.70 | |
| Winding Gulf Branch | East Wye at Mullens, W. Va. | | .34 | |
| Upper Winding Gulf Branch | Loop Jct., W. Va. | Winding Gulf, W. Va. | 2.17 | 28.14 |
| <i>Under Lease:</i> | | | | |
| The Virginian Terminal Ry. Co. | Sewalls Point, Va. | Boush Creek, Va. | 1.75 | |
| White Oak Ry. Co. | Carlisle, W. Va. | Lochgelly, W. Va. | 6.87 | |
| White Oak Ry. Co. | Duncans Crossing | Bishop | 1.14 | |
| White Oak Ry. Co. | Price Hill Jct. | Price Hill | 2.33 | |
| Piney River and Paint Creek R. R. | Beckley Jct. | Prosperity | 6.69 | 18.78 |
| <i>Trackage Rights:</i> | | | | |
| Norfolk Southern R. R. | Norfolk, Va. | Connection near Tidewater Jct. | 1.68 | |
| E. E. White Coal Co. | End of Shockley Branch | Glen White | 1.46 | |
| Norfolk Terminal Ry. Co. | In Norfolk City | | .43 | |
| The Chesapeake and Ohio Ry. Co. | Pemberton to Westwoodpeck | od and Pemberton to Woodpeck | 11.53 | 15.12 |
| Total | | | | 503.03 |

ROAD JOINTLY OWNED OR ROAD JOINTLY LEASED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line Included in Preceding Table |
|---------------------------------------|-----------------------|-----------------|-----------------------------------|---|
| | From | To | | |
| White Oak Ry. Co..... | Carlisle..... | Lockgelly..... | 6.87 | |
| White Oak Ry. Co..... | Duncans Crossing..... | Bishop..... | 1.14 | |
| White Oak Ry. Co..... | Price Hill Jct..... | Price Hill..... | 2.33 | |
| Piney River and Paint Creek R. R..... | Beckley Jct..... | Prosperity..... | 6.69 | 17.03 |

ROAD OPERATED—STATE OF VIRGINIA.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|------------------------------------|--|-------------------------|-----------------------------------|---|
| | From | To | | |
| The Virginian Ry. Co.... | Sewalls Point..... | West Va. State line.... | 329.49 | |
| | Connection near Tide water Jct..... | | .17 | 329.66 |
| Norfolk Terminal Ry. Co. | In Norfolk City..... | | .45 | |
| Norfolk Southern R. R.... | Norfolk, connection ne ar Tidewater Jct..... | | 1.68 | 2.13 |
| The Virginian Terminal Ry. Co..... | Sewalls Point..... | Boush Creek..... | 1.75 | 1.75 |
| Total mileage opera ted..... | | | | 333.54 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary or Outside Operations.

| DESIGNATION | Character of Business | Title (Ownership, Leased, Etc.) | State or Territory. |
|-------------------------------------|-----------------------|---------------------------------|-----------------------------|
| Four Club Cars..... | Seats and buffet..... | Owned..... | Virginia and West Virginia. |
| Sewall's Point, Va., Coal Pier..... | Trimming..... | | Virginia. |
| Sewall's Point, Va..... | Towing..... | | Virginia. |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Character of Business | State or Territory | Net Investment |
|--|-----------------------|--------------------|----------------|
| Office building not on line of road... | Rent..... | West Virginia..... | \$ 3,800 00 |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|------------------------------------|---------------|--------------------|------------------|-----------------|--|-------------------------------|
| | | Date | TERM | | | |
| | | | From | To | | |
| The Virginian Terminal Ry. Co..... | 1.75 | May 1, 1913..... | May 1, 1913..... | May 1, 2012.... | Lease—The Virginian Railway Company under the terms of the lease, pays a stipulated rental and interest on the bonds of the Terminal Company, also pays taxes and all expenses of operation. | |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|-------|---|-------------------|---|--|----------------|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | Rate | | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year | |
| Mortgage bonds..... | 1912 | 1962 | \$75,000,000 | \$25,000,000 | ----- | ----- | ----- | ----- | \$25,000,000 | 5 | M. & N. | \$1,250,000 00 | \$1,250,000 00 |

FUNDED DEBT—CONTINUED—EQUIPMENT TRUST OBLIGATIONS.

A. General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | EQUIPMENT COVERED | REMARKS |
|-----------------------------|---------------|----------|--------------------|--|--|
| First lien, series "A" | Nov. 1, 1908 | 10 years | 20 | 48 locomotives..... 40 passenger cars..... 3,418 freight cars..... 161 work cars..... | Title to equipment vested in trustee until all notes are paid. |

B. Statement of Amount.

| SERIES OR OTHER DESIGNATION | DEFERRED PAYMENTS | | | | INTEREST | |
|-----------------------------|------------------------------------|-----------------|--------------------|-----------------|--------------------|---------------|
| | Cash Paid on Delivery of Equipment | PRINCIPAL | | INTEREST | | Rate |
| | | Original Amount | Amount Outstanding | Original Amount | Amount Outstanding | |
| First lien, series "A" | \$3,750,000 00 | \$3,750,000 00 | \$2,062,000 00 | \$ 984,250 00 | \$ 309,300 00 | 5 |
| | | | | | \$ 114,060 00 | \$ 117,175 00 |

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| LEASE OR AGREEMENT | | | | | |
|------------------------------------|---------------|------------------|------------------|------------------|--|
| NAME OF OWNING COMPANY | Miles of Line | Date | TERM | | Concise Summary of Provisions |
| | | | From | To | |
| The Virginian Terminal Ry. Co..... | 1.75 | May 1, 1913..... | May 1, 1913..... | May 1, 1912..... | Lease—The Virginian Railway Company under the terms of the lease, pays a stipulated rental and interest on the bonds of the Terminal Company, also pays taxes and all expenses of operation. |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | Term | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | Interest | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|---|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| Mortgage bonds..... | 1912 | 1962 | \$75,000,000 | \$25,000,000 | | | | \$25,000,000 | 6 | M. & N. | \$1,250,000 00 | \$1,250,000 00 |

FUNDED DEBT—CONTINUED—EQUIPMENT TRUST OBLIGATIONS.

A. General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | EQUIPMENT COVERED | REMARKS |
|-----------------------------|---------------|----------|--------------------|--|--|
| First lien, series "A" | Nov. 1, 1908 | 10 years | 20 | 48 locomotives..... 40 passenger cars..... 3,418 freight cars..... 161 work cars..... | Title to equipment vested in trustee until all notes are paid. |

B. Statement of Amount.

| SERIES OR OTHER DESIGNATION | Cash Paid on Delivery of Equipment | DEFERRED PAYMENTS | | | | INTEREST | |
|-----------------------------|------------------------------------|-------------------|--------------------|-----------------|--------------------|--------------------------------|-----------------------------|
| | | PRINCIPAL | | INTEREST | | Amount Accrued During the Year | Amount Paid During the Year |
| | | Original Amount | Amount Outstanding | Original Amount | Amount Outstanding | | |
| First lien, series "A" | \$3,750,000 00 | \$3,750,000 00 | \$2,062,000 00 | \$ 984,250 00 | \$ 309,300 00 | \$ 114,050 00 | \$ 117,175 00 |
| | | | | | | | 5 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | Total Par Value Held by Respondent | | | INTEREST | | |
|----------------------------------|-------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|-----------------------------------|----------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | Total Par Value Not Held by Respondent | Amount Accrued During the Year | |
| | | | | | | Charged to Income | Charged to Construction |
| Mortgage bonds..... | \$ 25,000,000 | ..... | ..... | ..... | \$ 25,000,000 | \$1,250,000 00 | \$ 1,250,000 00 |
| Equipment trust obligations..... | 2,062,000 | ..... | ..... | ..... | 2,062,000 | 114,050 00 | 117,175 00 |
| Total..... | \$ 27,062,000 | ..... | ..... | ..... | \$ 27,062,000 | \$1,364,050 00 | \$ 1,367,175 00 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | Amount Per Mile of Line | |
|--------------------|-----------------------------------|---------------|------------------------|----------------------------|------------|
| | | To Railways | To Other Properties | Miles | Amount |
| | | | | | |
| Capital stock..... | \$ 59,226,500 | \$ 59,223,892 | \$ 2,608 | 469 13 | \$ 126,242 |
| Funded debt..... | 27,062,000 | 27,060,808 | 1,192 | 469 13 | 57,683 |
| Total..... | \$ 86,288,500 | \$ 86,284,700 | \$ 3,800 | 469 13 | \$ 183,925 |

Explanatory Remarks.

| | |
|--|-------------|
| Value of Beckley office building..... | \$ 3,800 00 |
| 68 94 ⁰⁰ / ₁₀₀ to capital stock..... | \$ 2,408 22 |
| 31.36% to funded debt..... | 1,191 78 |
| Apportioned on basis of the relative amount of each outstanding..... | \$ 3,800 00 |

DISCOUNT ON SECURITIES.
On Funded Debt.

| CLASS OF BOND OR OBLIGATION | NET AMOUNT OF DISCOUNT | | |
|---|------------------------|--|--|
| | Total | Charged to Income or Profit and Loss | To be Charged During Main- ing Life of Security |
| | | | |
| First lien equipment trust notes..... | \$ 142,500 00 | \$ 142,500 00 | |
| Unextinguished expenses of and fees for recording new mortgage..... | 54,416 50 | 54,416 50 | |
| Total..... | \$ 196,916 50 | \$ 196,916 50 | |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACES MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--------------------------------------|--|---|--------|--|--|
| | From | To | Miles | | |
| First mortgage bonds..... | Bough Creek, near Sew- alls Point | Deepwater, Fayette Co., West Va..... | 469.13 | \$ 53,290 | 4,990 shares of The Virginian Terminal Railway Company stock owned by The Virginian Railway Company. The Virginian Railway Company \$3,000,000 first mortgage bonds of The Virginian Terminal Railway Company owned by The Virginian Railway Com- pany. |

**EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.**

| ACCOUNT | From Cash or Other Working Assets | Through Issue of Securities | Total |
|---|---|-----------------------------------|-----------------|
| Right of way and station grounds..... | \$ 15,422 49 | | \$ 15,422 49 |
| Widening cuts and fills..... | 14,679 81 | | 14,679 81 |
| Protection of banks and drainage..... | 4,460 89 | | 4,460 89 |
| Grade reductions and changes of line..... | Cr. 5,469 04 | | Cr. 5,469 04 |
| Tunnel improvements..... | 198,280 43 | | 198,280 43 |
| Bridges, trestles and culverts..... | 91,264 62 | | 91,264 62 |
| Track fastenings and appurtenances..... | 2,927 38 | | 2,927 38 |
| Additional main tracks..... | 9,316 12 | | 9,316 12 |
| Sidings and spur tracks..... | 16,271 78 | | 16,271 78 |
| Improvement of crossings under or over grade..... | 18,373 85 | | 18,373 85 |
| Block and other signal apparatus..... | 31 67 | | 31 67 |
| Telegraph and telephone lines..... | 1,570 35 | | 1,570 35 |
| Station buildings and fixtures..... | 2,464 90 | | 2,464 90 |
| Roadway machinery and tools..... | 619 00 | | 619 00 |
| Shops, enginehouses and turntables..... | 715 48 | | 715 48 |
| Shop machinery and tools..... | | 166 00 | 166 00 |
| Water and fuel stations..... | 2,926 91 | | 2,926 91 |
| Equipment..... | 979,040 05 | \$ 176,000 00 | 1,155,040 05 |
| Other additions and betterments..... | 391 40 | | 391 40 |
| Total..... | \$1,353,454 09 | \$ 176,000 00 | \$ 1,529,454 09 |

STATE OF VIRGINIA.

| | | | |
|---|---------------|--|---------------|
| Right of way and station grounds..... | \$ 1,553 81 | | \$ 1,553 81 |
| Widening cuts and fills..... | 3,560 21 | | 3,560 21 |
| Protection of banks and drainage..... | 910 09 | | 910 09 |
| Tunnel improvements..... | 82,926 96 | | 82,926 96 |
| Bridges, trestles and culverts..... | 68,539 57 | | 68,539 57 |
| Sidings and spur tracks..... | 12,642 06 | | 12,642 06 |
| Improvement of crossings under or over grade..... | 17,420 46 | | 17,420 46 |
| Telegraph and telephone lines..... | 1,570 35 | | 1,570 35 |
| Station buildings and fixtures..... | 2,434 90 | | 2,434 90 |
| Roadway machinery and tools..... | 415 40 | | 415 40 |
| Shops, enginehouses and turntables..... | 291 06 | | 291 06 |
| Shop machinery and tools..... | 58 20 | | 58 20 |
| Water and fuel stations..... | 750 37 | | 750 37 |
| Equipment..... | 765,907 05 | | 765,907 05 |
| Total—State of Virginia..... | \$ 958,970 51 | | \$ 958,970 51 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | From Cash or Other Working Assets | | | |
| I. ROAD: | | | | |
| Engineering..... | \$ Cr. 2,336 51 | \$ 2,335 05 | \$ 28,775 00 | \$ 28,773 54 |
| Right of way and station grounds..... | | 15,422 49 | 16,689 11 | 32,111 60 |
| Grading..... | Cr. 76 00 | 9,976 95 | 174,321 04 | 184,221 99 |
| Tunnels..... | | 203,016 97 | 175,582 73 | 378,599 70 |
| Bridges, trestles and culverts..... | | 86,057 45 | 209,908 42 | 295,965 87 |
| Ties..... | | 3,822 80 | 3,280 10 | 7,102 90 |
| Rails..... | | 14,600 80 | 16,880 30 | 31,481 10 |
| Frogs and switches..... | | 5,560 03 | 8,119 65 | 13,679 68 |
| Track fastenings and other material..... | | 6,428 83 | 3,348 81 | 9,777 14 |
| Ballast..... | | 491 19 | 1,098 39 | 1,589 58 |
| Track laying and surfacing..... | | Cr. 231 52 | 607 94 | 376 42 |
| Roadway tools..... | | 619 00 | | 619 00 |
| Fencing right of way..... | | | 7 79 | 7 79 |
| Crossings and signs..... | | 17,974 53 | 1,583 82 | 19,558 35 |
| Interlocking and other signal apparatus..... | | 112 33 | Cr. 116 71 | Cr. 4 38 |
| Telegraph and telephone lines..... | | 1,570 35 | 3 10 | 1,573 45 |
| Station buildings and fixtures..... | | 2,464 90 | 2,847 91 | 5,312 81 |
| Shops, enginehouses and turntables..... | | 712 98 | 1,065 56 | 1,808 54 |
| Shop machinery and tools..... | | 168 50 | 833 32 | 1,001 82 |
| Water stations..... | | 680 39 | 1,588 67 | 2,269 06 |
| Fuel stations..... | | 2,246 52 | 816 87 | 3,063 39 |
| Miscellaneous structures..... | | 383 50 | 1,016 92 | 1,400 42 |
| Earnings and operating ex- penses during construction..... | 180 88 | | 279,959 63 | 280,140 51 |
| Cost of road purchased..... | | | 29,545,015 91 | 29,545,015 91 |
| Total..... | \$ Cr. 2,231 63 | \$ 374,414 04 | \$30,473,263 78 | \$ 30,845,446 19 |
| II. EQUIPMENT: | | | | |
| Steam locomotives..... | | \$ 536,688 24 | \$ 1,799,333 38 | \$ 2,336,021 62 |
| Passenger-train cars..... | | 5,406 96 | 300,526 43 | 305,933 39 |
| Freight-train cars..... | | 612,944 85 | 6,636,917 16 | 7,249,862 01 |
| Work equipment..... | | | 81,535 92 | 81,535 92 |
| Floating equipment..... | | | 14,075 52 | 14,075 52 |
| Total..... | | \$1,155,040 05 | \$ 8,832,388 41 | \$ 9,987,428 46 |
| III. GENERAL EXPENDITURES: | | | | |
| Law expenses..... | | | \$ 3,432 56 | \$ 3,432 56 |
| Stationery and printing..... | | | 17,944 09 | 17,944 09 |
| Insurance..... | | | 2,480 83 | 2,480 83 |
| Taxes..... | \$ 156 03 | | 45,522 80 | 45,678 83 |
| Interest and commissions..... | | | 3,013,586 92 | 3,013,586 92 |
| Other expenditures..... | 3,871 46 | | Cr. 81,396 06 | Cr. 77,524 60 |
| Total..... | \$ 4,027 49 | | \$ 3,001,571 14 | \$ 3,005,598 63 |
| RECAPITULATION | | | | |
| I. Road..... | \$ Cr. 2,231 63 | \$ 374,414 04 | \$30,473,263 78 | \$ 30,845,446 19 |
| II. Equipment..... | | 1,155,040 05 | 8,832,388 41 | 9,987,428 46 |
| III. General expenditures..... | 4,027 49 | | 3,001,571 14 | 3,005,598 63 |
| Total—Entire line..... | \$ 1,795 86 | \$1,529,454 09 | \$42,307,223 33 | \$ 43,838,473 28 |
| Total—State of Virginia | \$ Cr. 216 30 | \$ 958,970 51 | \$29,474,346 04 | \$ 30,433,100 25 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—STATE OF VIRGINIA.

| ACCOUNT | EXPEN- DITURES FOR NEW LINES OR EXTENSIONS DURING YEAR | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|---|--|--|---|---|
| | From Cash or Other Working Assets | | | |
| I. ROAD: | | | | |
| Engineering..... | \$ Cr. 108 27 | \$ 160 72 | | \$ 52 45 |
| Right of way and station grounds..... | Cr. 109 03 | 1,553 81 | | 1,444 78 |
| Grading..... | | 4,511 62 | | 4,511 62 |
| Tunnels..... | | 82,926 96 | | 82,926 96 |
| Bridges, trestles and culverts. | | 68,557 32 | | 68,557 32 |
| Ties..... | | 1,101 76 | | 1,101 76 |
| Rails..... | | 6,905 34 | | 6,905 34 |
| Frogs and switches. | | 3,527 51 | | 3,527 51 |
| Track fastenings and other material..... | | 1,309 88 | | 1,309 88 |
| Ballast..... | | 408 57 | | 408 57 |
| Track laying and surfacing... | | Cr. 813 68 | | Cr. 813 68 |
| Roadway tools..... | | 415 40 | | 415 40 |
| Crossings and signs..... | | 17,420 46 | | 17,420 46 |
| Interlocking and other signal apparatus..... | | Cr. 17 11 | | Cr. 17 11 |
| Telegraph and telephone lines | | 1,570 35 | | 1,570 35 |
| Station buildings and fixtures | | 2,434 90 | | 2,434 90 |
| Shops, enginehouses and turntables..... | | 278 58 | | 278 58 |
| Shop machinery and tools..... | | 60 70 | | 60 70 |
| Water stations..... | | 67 41 | | 67 41 |
| Fuel stations..... | | 632 96 | | 632 96 |
| Earnings and operating ex- penses during construction..... | 1 00 | | | 1 00 |
| Cost of road purchased..... | | | \$ 29,474,346 04 | 29,474,346 04 |
| Total—State of Virginia | \$ Cr. 216 30 | \$ 193,063 46 | \$ 29,474,346 04 | \$29,667,193 20 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|--|------------------|-------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 40,027,292 22 | \$ 26,542,097 47 |
| Investment since June 30, 1907..... | 43,838,473 28 | 30,433,100 23 |
| Total..... | \$ 83,865,765 50 | \$ 56,975,197 72 |
| Reserve for accrued depreciation—Cr..... | 375,221 52 | 248,809 39 |
| Net total..... | \$ 83,490,543 98 | \$ 56,726,388 33 |
| Cost per mile..... | 177,968 88 | 172,075 44 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|--|-----------------|-----------------|
| Rail operations—Revenues..... | \$ 5,842,583 73 | |
| Rail operations—Expenses..... | 3,374,156 27 | |
| Net revenue or deficit—Rail operations..... | | \$ 2,468,427 46 |
| Auxiliary or outside operations—Revenues..... | \$ 201,393 56 | |
| Auxiliary or outside operations—Expenses..... | 127,937 04 | |
| Net revenue auxiliary operations..... | | 73,456 52 |
| Net railway operating revenue..... | | \$ 2,541,883 98 |
| Railway tax accruals..... | | 214,300 00 |
| Railway operating income..... | | \$ 2,327,583 98 |
| OTHER INCOME: | | |
| Hire of equipment—Credit balance..... | \$ 111,528 03 | |
| Joint facility rent income..... | 3,238 80 | |
| Net profit from miscellaneous physical property..... | 212 37 | |
| Income from funded securities..... | 150,000 00 | |
| Income from unfunded securities and accounts..... | 11,163 05 | |
| Total other income..... | | 276,142 25 |
| Gross income..... | | \$ 2,603,726 23 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Deductions for lease of other roads..... | \$ 171,001 63 | |
| Joint facility rent deductions..... | 15,543 65 | |
| Miscellaneous rent deductions..... | 8,111 00 | |
| Interest deductions for funded debt..... | 1,364,060 00 | |
| Interest deductions for unfunded debt..... | 2,759 75 | |
| Amortization of discount on funded debt..... | 23,824 72 | |
| Total deductions..... | | 1,585,290 75 |
| Net income..... | | \$ 1,018,435 48 |
| Income balance transferred to credit of profit and loss..... | | 1,018,435 48 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|----------------|-----------------|
| Balance (at beginning of fiscal period)..... | \$3,578,453 77 | |
| Credit balance transferred from income account..... | | \$ 1,018,435 48 |
| Delayed income credits..... | | 103,587 75 |
| Miscellaneous credits..... | | 3,579,895 17 |
| Debit discount extinguished through surplus..... | 188,690 78 | |
| Miscellaneous debits..... | 6,432 90 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | 928,340 95 | |
| Total..... | \$4,701,918 40 | \$ 4,701,918 40 |
| Delayed income credits: | | |
| West Va. passenger reserve, prior to July 1, 1912..... | | \$ 103,587 75 |
| Miscellaneous credits: | | |
| 33,785 shares common stock cancelled..... | | 3,578,500 00 |
| Unclaimed wages, vouchers and bank checks..... | | 1,395 17 |
| | | \$ 3,579,895 17 |
| Miscellaneous debits: | | |
| Depreciation Beckley office building..... | | 3,879 30 |
| Worthless checks, etc..... | | 47 09 |
| Branch line surveys, not built..... | | 2,506 51 |
| | | \$ 6,432 90 |

SECURITIES OWNED—STOCKS.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEDGED | | DIVIDENDS DECLARED | |
|---|--------------------|-----------------------|--------------------|--------|
| | Total Par Value | Cost or Book Value | Rate | Amount |
| Stocks of proprietary, affiliated and controlled companies held for investment: | | | | |
| Railway companies—Active: | | | | |
| The Virginian Terminal Railway Company..... | \$ 499,000 | \$ 499,000 | ----- | ----- |
| Norfolk Terminal Railway Company..... | 25,300 | 25,300 | ----- | ----- |
| Total..... | \$ 524,300 | \$ 524,300 | ----- | ----- |

SECURITIES OWNED—FUNDED DEBT.

Not Held in Sinking or Other Funds.

| NAME OF CORPORATION AND SECURITY | PLEDGED | | INTEREST ACCRUED | |
|--|---------------------|-----------------------|------------------|---------------|
| | Total Par Value. | Cost or Book Value | Rate | Amount |
| Funded debt of proprietary, affiliated and controlled companies held for investment: | | | | |
| Railway companies—Active: | | | | |
| The Virginian Terminal Railway Company..... | \$ 3,000,000 | \$ 3,000,000 | 5 | \$ 150,000 00 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

| KIND OF SECURITY | PAR VALUE | DIVIDENDS OR INTEREST |
|---|----------------|--------------------------|
| STOCKS: | | |
| Stocks of railway companies—Active..... | \$ 524,300 00 | ----- |
| FUNDED DEBT: | | |
| Funded debt of railway companies—Active | \$3,000,000 00 | \$ 150,000 00 |

OPERATING RESERVES.

| DESIGNATION | Amount on June 30, 1912 | Accretions During the Year | Disbursements During the Year | Amount on June 30, 1913 |
|--|----------------------------|-------------------------------|----------------------------------|----------------------------|
| Repairs to docks and wharves..... | \$ 6,095 01 | \$ 2,000 00 | \$ 6,095 01 | \$ 2,000 00 |
| Injuries to persons..... | 900 00 | 900 00 | 900 00 | 900 00 |
| Injuries to persons..... | 500 00 | 650 00 | 500 00 | 650 00 |
| Loss and damage freight..... | 3,000 00 | 4,500 00 | 3,000 00 | 4,500 00 |
| Loss and damage baggage..... | 100 00 | 100 00 | 100 00 | 100 00 |
| Damage to property..... | 1,000 00 | 2,300 00 | 1,000 00 | 2,300 00 |
| Damage to live stock on R. W..... | 900 00 | 1,800 00 | 900 00 | 1,800 00 |
| Injuries to persons..... | 4,500 00 | 7,000 00 | 4,500 00 | 7,000 00 |
| Overcharge on way bills..... | 2,000 00 | 5,000 00 | 2,000 00 | 5,000 00 |
| Replacement fund, china, etc., club cars..... | 13 37 | 200 00 | 13 37 | 200 00 |
| Total..... | \$ 19,008 38 | \$ 24,450 00 | \$ 19,008 38 | \$ 24,450 00 |

ADVANCES TO PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES.

Advances for Construction, Equipment and Betterments.

| NAME OF COMPANY | Amount |
|---|--------------|
| The Virginian Terminal Railway Company..... | \$ 27,674 30 |

SPECIAL DEPOSITS.

| DESIGNATION OF DEPOSIT AND DESCRIPTION OF SECURITY OR PROPERTY | Cash | Total |
|--|--------------|--------------|
| Equitable Trust Company, deposit for vacated equipment..... | \$ 30,083 01 | \$ 30,083 01 |
| Farmers Loan and Trust Company, account property sold..... | 300 00 | 300 00 |
| Total..... | \$ 30,383 01 | \$ 30,383 01 |

SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary or Outside Operations.

| DESIGNATION | Revenues | Expenses | Net Revenue or Deficit |
|--|---------------|---------------|---------------------------|
| Parlor and chair car service..... | \$ 24,514 46 | \$ 17,272 57 | \$ 7,241 89 |
| Sewalls Point, Va., coal trimming..... | 171,122 62 | 104,804 41 | 66,318 21 |
| Sewalls Point, Va., towing..... | 5,756 48 | 5,880 06 | Def. 103 58 |
| Total..... | \$ 201,393 56 | \$ 127,937 04 | \$ 73,456 52 |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Revenue (or Income) | Expenses | Net Income or Loss | Taxes. |
|---|------------------------|-----------|-----------------------|----------|
| Office building, Beckley, W. Va., not on line of road..... | \$ 426 75 | \$ 214 33 | \$ 212 37 | \$ 45 58 |

RENTS RECEIVABLE.

Joint Facility Rent Income.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|-----------------------------|---|---|-------------|
| Tracks..... | Tidewater Crossing, to Carolina Junction..... | Norfolk Southern Railroad..... | \$ 2,031 75 |
| | Glen White Branch, Glen White Jct., to tracks E. E. White Coal Company..... | Chesapeake and Ohio Railway.. | 44 96 |
| | White Oak Railway..... | Chesapeake and Ohio Railway.. | 585 47 |
| <i>Yards and terminals:</i> | | | |
| Interlocking plant..... | Tidewater Crossing..... | Norfolk Southern Railroad..... | 390 86 |
| Depot..... | Pax, W. Va..... | Kanawha, Glen Jean and Eastern Railway..... | 175 76 |
| Total..... | | | \$ 3,238 80 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|-----------------------------|--|--|--------------|
| Tracks..... | Tidewater Crossing and Lovett Ave., Norfolk, Va..... | Norfolk Southern Railroad..... | \$ 2,121 96 |
| | Pemberton to Westwood..... | Chesapeake and Ohio Railway.. | 5,623 54 |
| <i>Yards and terminals:</i> | | | |
| Passenger station | Suffolk, Va..... | Seaboard Air Line Railway..... | 196 00 |
| Yards..... | Bishop, W. Va..... | White Oak Railway..... | 168 70 |
| Yards..... | Pax, W. Va..... | Kanawha, Glen Jean and Eastern Railroad..... | 720 00 |
| Union station.... | Norfolk, Va..... | Norfolk Terminal Railway Co.... | 6,711 45 |
| Total..... | | | \$ 15,543 65 |

Deductions for Lease of Other Roads.

| ROAD LEASED | Guaranteed Interest on Bonds | Guaranteed Dividends on Stock | Cash | Total |
|---|------------------------------|-------------------------------|--------------|---------------|
| The Virginian Terminal Railway Company..... | \$ 150,017 50 | ----- | \$ 5,833 33 | \$ 155,850 83 |
| Piney River and Paint Creek Railroad Company..... | ----- | ----- | 5,162 50 | 5,162 50 |
| White Oak Railway Company..... | ----- | ----- | 9,988 30 | 9,988 30 |
| Total..... | \$ 150,017 50 | ----- | \$ 20,984 13 | \$ 171,001 63 |

RENTS PAYABLE—CONTINUED.

Miscellaneous Rent Deductions.

| Description of Property | LOCATION | NAME OF LESSOR | Amount |
|-------------------------|---------------------|--------------------------|-------------|
| Land..... | Page, W. Va..... | Loup Colliery Co..... | \$ 10 00 |
| Land..... | Southampton Co..... | J. T. Hatfield..... | 1 00 |
| Tracks..... | Eccles, W. Va..... | New River Collieries Co. | 8,100 00 |
| Total..... | | | \$ 8,111 00 |

HIRE OF EQUIPMENT.

Equipment Leased.

| KIND OF EQUIPMENT | NAME OF LESSOR | Number of Units | Amount |
|---------------------------|----------------------------|-----------------|--------------|
| RENTS ACCRUED RECEIVABLE: | | | |
| Locomotives..... | The Tidewater Company..... | 92 | \$ 7,145 60 |
| Freight cars..... | The Tidewater Company..... | 6,610 | 12,000 00 |
| Total..... | | 6,702 | \$ 19,145 60 |

Explanatory Remarks.

The "Kind of Equipment" and "Units" reported under "Rents Accrued Receivable" does not signify that the entire equipment is leased to The Tidewater Company. That company pays an agreed rental for the use of such equipment out of the total as they may require for their business.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|--------------------------------|------------------------------------|---------|--------------------------------------|------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCRUED ON EQUIPMENT BORROWED: | | | | | |
| Freight locomotives..... | 79 | \$ 5 00 | | | \$ 393 94 |
| | 52,074 | 30 | | | |
| Freight-train cars..... | 234,332 | 35 | | | 195,276 90 |
| | 216,974 | 45 | | | |
| Work cars..... | 6 | 23 00 | | | 144 72 |
| Total..... | 503,465 | | | | \$ 195,815 56 |
| ACCRUED ON EQUIPMENT LOANED: | | | | | |
| Freight locomotives..... | 230 9-10 | \$ 5 00 | | | \$ 1,154 57 |
| Passenger-train cars..... | 233 | 1 45 | | | 339 06 |
| | 25,869 | 30 | | | |
| Freight-train cars..... | 116,411 | 35 | | | 97,009 02 |
| | 107,784 | 45 | | | |
| Work cars..... | 14 | 23 00 | | | 349 50 |
| Total..... | 230,545 | | | | \$ 98,852 15 |

HIRE OF EQUIPMENT—CONTINUED.

Private Cars.

| CARS USED | | Number | COMPENSATION | |
|--------------------------------------|----------------------------|-----------|---------------|-------------|
| Name of Owner | Description | Car Miles | Rate | Amount |
| Armour Car Lines..... | Box..... | 1,197 | 6-10 | \$ 7 18 |
| Armour Car Lines..... | Refrigerator..... | 23,857 | $\frac{1}{2}$ | 178 92 |
| American Refg. Trans. Co..... | Refrigerator..... | 729 | $\frac{1}{2}$ | 5 47 |
| Arms Palace Horse Car Co..... | Stock..... | 68 | 6-10 | 41 |
| Cleveland Provision Co..... | Box..... | 429 | 6-10 | 2 57 |
| Central Fruit Despatch..... | Refrigerator..... | 1,788 | $\frac{1}{2}$ | 13 41 |
| Chicago Refg. Despatch Co..... | Refrigerator..... | 2,204 | $\frac{1}{2}$ | 16 53 |
| Cudahy Refg. Line..... | Refrigerator..... | 440 | $\frac{1}{2}$ | 3 30 |
| Cudahy Milwaukee Refg. Line..... | Refrigerator..... | 386 | $\frac{1}{2}$ | 2 90 |
| Cold Blast Trans. Co..... | Refrigerator..... | 8,044 | $\frac{1}{2}$ | 60 32 |
| Frisco Refg. Line..... | Refrigerator..... | 1,395 | $\frac{1}{2}$ | 10 46 |
| Libby, McNeil and Libby..... | Refrigerator..... | 10,937 | $\frac{1}{2}$ | 82 02 |
| Lipe, F. W..... | Box..... | 192 | 6-10 | 1 15 |
| Mather Horse and Stock Car Co..... | Refrigerator..... | 192 | $\frac{1}{2}$ | 1 44 |
| Mo. River Despatch..... | Refrigerator..... | 1,158 | $\frac{1}{2}$ | 8 69 |
| Merchants Despatch Trans. Co..... | Refrigerator..... | 4,448 | $\frac{1}{2}$ | 33 36 |
| Merrell Refg. Line..... | Refrigerator..... | 860 | $\frac{1}{2}$ | 6 45 |
| McClintick & Co..... | Refrigerator..... | 86 | $\frac{1}{2}$ | 64 |
| Milw. Refg. Trans. and Car Co..... | Refrigerator..... | 772 | $\frac{1}{2}$ | 5 79 |
| Pacific Fruit Express..... | Refrigerator..... | 2,123 | $\frac{1}{2}$ | 15 92 |
| Streets Western Stable Car Line..... | Stock..... | 3,666 | $\frac{1}{2}$ | 22 01 |
| Stern, Joseph & Sons..... | Refrigerator..... | 941 | $\frac{1}{2}$ | 5 65 |
| Sante Fe Refg. Despatch..... | Refrigerator..... | 1,896 | $\frac{1}{2}$ | 14 22 |
| St. Louis Refg. Car Co..... | Refrigerator..... | 356 | $\frac{1}{2}$ | 2 89 |
| Swift Refg. Line..... | Refrigerator..... | 7,805 | $\frac{1}{2}$ | 58 54 |
| The Texas Co..... | Tank..... | 9,355 | $\frac{1}{2}$ | 70 39 |
| The Island Petroleum Co..... | Tank..... | 386 | $\frac{1}{2}$ | 2 90 |
| Union Refg. Trans. Co..... | Refrigerator..... | 4,550 | $\frac{1}{2}$ | 34 13 |
| United Coal Co..... | Coal..... | 429 | 6-10 | 2 57 |
| Union Tank Line..... | Tank..... | 22,964 | $\frac{1}{2}$ | 172 22 |
| Western Heater Despatch..... | Refrigerator..... | 1,158 | $\frac{1}{2}$ | 8 69 |
| Winkler & Bro., Isaac..... | Tank..... | 1,716 | $\frac{1}{2}$ | 12 87 |
| Pullman Co..... | Pullman sleeping cars..... | 185,849 | 2c | 3,716 96 |
| Total..... | | 302,435 | | \$ 4,580 96 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|---------------|
| Equipment leased..... | \$ 19,145 60 | |
| Equipment interchanged..... | 195,815 56 | \$ 98,852 15 |
| Private cars..... | | 4,580 96 |
| Total..... | 214,961 16 | \$ 103,433 13 |
| Balance, as shown in income statement..... | \$ 111,523 03 | |

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX | SPECIFIC TAX | | | Internal Revenue U. S. Government | TOTAL |
|-----------------------|--|------------------------------|--|--|-----------------------------------|---------------|
| | On the Value of Real and Personal Property | On Stocks Bonds, Loans, Etc. | On Gross or Net Earnings, Revenue or Dividends | On Traffic, or Some Physical Quality of Property Operated, or on Privilege | | |
| Virginia..... | \$121,005 82 | \$ 50 00 | \$38,363 48 | | | \$ 159,419 30 |
| West Virginia..... | 48,440 70 | 1,440 00 | | | | 49,880 70 |
| U. S. Government..... | | | | | \$ 5,000 00 | 5,000 00 |
| Total..... | \$169,446 52 | \$ 1,490 00 | \$38,363 48 | | \$ 5,000 00 | \$214,300 00 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All new stocks issued—\$176,000.00 preferred stock was issued on September 30, 1912, to pay for equipment purchased.

Retirement of respondent's securities—\$3,578,500.00 common stock outstanding was cancelled in March, 1913.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|------------------|---|------------------|----------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: .. | | |
| \$ 40,531,130 17 | Road..... | \$ 40,027,292 22 | \$ *503,837 95 |
| 30,473,263 78 | Investment since June 30, 1907: | | |
| 8,532,388 41 | Road..... | 30,845,446 19 | 372,012 41 |
| 3,001,571 14 | Equipment..... | 9,987,428 46 | 1,155,040 05 |
| | General expenditures..... | 3,005,598 63 | 4,197 49 |
| \$ 82,838,353 50 | | \$ 83,865,765 50 | \$ 1,027,412 00 |
| 189,227 04 | Reserve for accrued depreciation—Cr..... | 375,221 52 | 185,994 45 |
| \$ 82,649,126 46 | Total..... | \$ 83,490,543 98 | \$ 841,417 52 |
| | <i>II. Securities:</i> | | |
| | Securities of proprietary, affiliated and controlled companies—Pledged: | | |
| \$ 524,300 00 | Stocks..... | \$ 524,300 00 | |
| 3,000,000 00 | Funded debt..... | 3,000,000 00 | |
| \$ 3,524,300 00 | Total..... | \$ 3,524,300 00 | |
| | <i>III. Other Investments:</i> | | |
| \$ 7,897 07 | Advances to proprietary, affiliated and controlled companies for construction, equipment and betterments..... | \$ 27,674 30 | \$ 19,777 23 |
| 7,679 30 | Miscellaneous investments: | | |
| | Physical property..... | 3,800 00 | *3,879 30 |
| \$ 15,576 37 | Total..... | \$ 31,474 30 | \$ 15,897 93 |

*Decrease.

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | FREIGHT ORIGINATING ON THIS ROAD | | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|-----------------------------|---|-----------------------|-----------|
| | Delivered to Consignee | Delivered to Other Carriers | | Whole Tons | Per Cent. |
| | Whole Tons | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | | |
| Grain..... | 219 | 5,454 | ----- | 5,673 | .19 |
| Flour..... | 75 | 8,759 | ----- | 8,834 | .30 |
| Other mill products..... | 598 | 6,688 | ----- | 7,286 | .25 |
| Hay..... | 266 | 5,238 | ----- | 5,504 | .19 |
| Tobacco..... | 1,017 | ----- | ----- | 1,017 | .68 |
| Cotton..... | 16 | 62 | ----- | 78 | .01 |
| Fruit and vegetables..... | 1,645 | 874 | ----- | 2,519 | .09 |
| Other products of agriculture..... | 3,782 | 1,308 | ----- | 5,090 | .17 |
| Total..... | 7,618 | 28,383 | ----- | 36,001 | 1.23 |
| <i>Products of Animals:</i> | | | | | |
| Live stock..... | 56 | 119 | ----- | 175 | .01 |
| Packing-house products..... | ----- | 893 | ----- | 893 | .03 |
| Poultry, game and fish..... | 6 | 52 | ----- | 58 | ----- |
| Other products of animals..... | 10 | 84 | ----- | 94 | ----- |
| Total..... | 72 | 1,148 | ----- | 1,220 | .04 |
| <i>Products of Mines:</i> | | | | | |
| Anthracite coal..... | 578 | 805 | ----- | 1,383 | .05 |
| Bituminous coal..... | 2,014,594 | 488,889 | ----- | 2,503,483 | 85.60 |
| Coke..... | ----- | 61 | ----- | 61 | ----- |
| Ores..... | ----- | 86 | ----- | 86 | ----- |
| Stone, sand and other like articles..... | 58,426 | 2,290 | ----- | 60,716 | 2.06 |
| Other products of mines..... | 315 | 1,462 | ----- | 1,767 | .06 |
| Total..... | 2,073,913 | 493,583 | ----- | 2,567,496 | 87.79 |
| <i>Products of Forests:</i> | | | | | |
| Lumber..... | 183,724 | 10,823 | ----- | 194,547 | 6.63 |
| Other products of forests..... | 38,043 | 442 | ----- | 38,485 | 1.32 |
| Total..... | 221,767 | 11,265 | ----- | 233,032 | 7.97 |
| <i>Manufactures:</i> | | | | | |
| Petroleum and other oils..... | 38 | 825 | ----- | 863 | .03 |
| Sugar..... | 11 | 710 | ----- | 721 | .02 |
| Iron, pig and bloom..... | 538 | 90 | ----- | 637 | .02 |
| Iron and steel rails..... | 851 | 2,077 | ----- | 2,928 | .10 |
| Other castings and machinery..... | 1,475 | 4,255 | ----- | 5,730 | .20 |
| Bar and sheet metal..... | ----- | 1,401 | ----- | 1,401 | .05 |
| Cement, brick and lime..... | 8,090 | 12,327 | ----- | 20,417 | .79 |
| Agricultural implements..... | ----- | 216 | ----- | 216 | ----- |
| Wagons, carriages, tools, etc..... | 29 | 275 | ----- | 304 | .01 |
| Wines, liquors and beers..... | 31 | 225 | ----- | 256 | .01 |
| Household goods and furniture..... | 296 | 592 | ----- | 888 | .03 |
| Other manufactures..... | 7,953 | 10,142 | ----- | 18,095 | .62 |
| Total..... | 19,312 | 33,144 | ----- | 52,456 | 1.79 |
| Merchandise..... | 14,692 | 12,257 | ----- | 26,949 | .92 |
| Miscellaneous: Other commodities not mentioned above..... | 3,987 | 3,532 | ----- | 7,519 | .28 |
| Total tonnage—State..... | 2,341,361 | 583,312 | ----- | 2,924,673 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|---|-------|
| | Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 8,555 | 2,134,656 | 9,815 | ----- | 460 |
| Hay..... | 8,300 | 1,853,975 | 18,299 | ----- | 988 |
| Cotton..... | 117 | 15,119 | 165 | 01 | 091 |
| Live stock..... | 266 | 30,746 | 801 | 02 | 605 |
| Anthracite coal..... | 2,086 | 213,237 | 1,423 | ----- | 667 |
| Bituminous coal..... | 3,775,423 | 1,471,360,742 | 4,509,873 | ----- | 307 |
| Lumber..... | 293,391 | 38,337,266 | 374,471 | ----- | 977 |

MILEAGE—ENTIRE LINE.

Mileage of Road Operated (All Tracks).

| LINE IN USE | LINE OWNED | | Line of Proprietary Companies | Line Operated Under Trackage Rights | Total Mileage Operated | New Line Constructed During Year | RAILS | |
|---|------------|--------------------|-------------------------------|-------------------------------------|------------------------|----------------------------------|-------|--------|
| | Main Line | Branches and Spurs | | | | | Iron | Steel |
| ENTIRE LINE: | | | | | | | | |
| Miles of single track..... | 440.99 | 28.14 | 18.78 | 15.12 | 503.03 | .08 | ----- | 487.91 |
| Miles of second track..... | ----- | ----- | ----- | 1.38 | 1.38 | ----- | ----- | ----- |
| Miles of yard track and sidings..... | 150.94 | 10.00 | 46.39 | 4.46 | 211.79 | 14.61 | ----- | 207.33 |
| Total mileage operated (all tracks).... | 591.93 | 38.14 | 65.17 | 20.96 | 716.20 | 14.69 | ----- | 695.24 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | |
|---|--------|-------|-------|-------|--------|-------|-------|--------|
| Virginia..... | 329.66 | ----- | 1.75 | 2.13 | 333.54 | ----- | ----- | 331.41 |
| West Virginia..... | 111.33 | 28.14 | 17.03 | 12.99 | 169.49 | .08 | ----- | 156.50 |
| Total mileage operated (single track).... | 440.99 | 28.14 | 18.78 | 15.12 | 503.03 | .08 | ----- | 487.91 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|---|--------------------------|--------|------------------|--|----------------------------------|-------------------------------|--------|---------------------------|--|--------|----------------------------|---|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| Sewalls Point..... | West Va. State line..... | 329.49 | 389 | 121.36 | 208.13 | 37.18 | 105 | 2,756.3 | 160.73 | 98 | 1,099.8 | 131.68 |
| Connection near Tidewater Junction..... | | .17 | 1 | .17 | | .17 | | | | | | |
| The Virginian Terminal Ry. Co., Sewall's Point..... | Boush creek..... | 1.75 | 4 | .15 | 1.60 | .66 | 3 | 90.8 | .34 | 4 | 84.6 | .75 |
| Total..... | | 331.41 | 394 | 121.68 | 209.73 | 38.01 | 108 | 2,847.1 | 161.07 | 102 | 1,124.4 | 132.33 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|-----------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| BRIDGES: | | | | | | |
| Iron..... | 64 | 18,839 | 8½ | 2,155 | | |
| Trestles..... | 71 | 10,949 | 13 | 1,337 | | |
| Tunnels..... | 8 | 10,538 | 465 | 5,148 | | |
| OVERHEAD HIGHWAY CROSSINGS: | | | | | | |
| Trestles..... | 53 | | | | 22 | |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | |
| Bridges..... | 6 | | | | 21 | 6 |
| Tunnels..... | 8 | | | | 20 | 9½ |

Gauge of track—4 feet, 8½ inches; 331.41 miles.

TELEGRAPH AND TELEPHONE.

Owned by Company Making this Report.

| TOTAL | | OPERATED BY THIS COMPANY | |
|---------------|---------------|--------------------------|---------------|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire |
| 334.17 | 1,533.80 | 334.17 | 1,533.80 |

The Virginian Terminal Railway Company

HISTORY.

Exact name of common carrier making this report—The Virginian Terminal Railway Company.

Date of organization—March 8, 1907.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia.

What carrier operates the road of this company?—The Virginian Railway Company.

Explanatory Remarks.

The Virginian Terminal Railway Company owns property situated on Hampton Roads at Sewalls Point, Virginia, consisting of about 500 acres of land upon which has been constructed a coal-loading pier, and other appliances requisite for railroad terminals. An agreement has been entered into for the lease of these terminals to The Virginian Railway Company, which has guaranteed the payment of the principal and interest of the bonds of The Virginian Terminal Railway Company, and is now operating the terminal property, paying for the use thereof a sum equal to the interest on the bonds of The Virginian Terminal Railway Company, and all its taxes and other corporate expenses. The Central Trust Company of New York, trustee, under the mortgage of The Virginian Railway Company, is the registered owner of 4,990 shares of the capital stock of The Virginian Terminal Railway Company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-----------------------|-----------------------------|---|
| R. W. Gamble..... | Norfolk, Va..... | } Until the annual meeting of stockholders to be held January 31, 1914, and until their successors shall be chosen and qualified. |
| R. F. Baldwin..... | Norfolk, Va..... | |
| M. T. Friary..... | Norfolk, Va..... | |
| Geo. M. Payne..... | Norfolk, Va..... | |
| R. C. Taylor, Jr..... | Norfolk, Va..... | |
| Chas. G. Hume..... | Norfolk, Va..... | |
| James Hume..... | Norfolk, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|---------------------|--------------------|--------------------------|
| President..... | R. W. Gamble..... | Norfolk, Va. |
| Vice-President..... | R. F. Baldwin..... | Norfolk, Va. |
| Secretary..... | G. M. Payne..... | Norfolk, Va. |
| Treasurer..... | M. T. Friary..... | Norfolk, Va. |
| Auditor..... | F. C. Uhlman..... | Norfolk, Va. |
| Chief Engineer..... | H. Fernstrom..... | Norfolk, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, W. C. Everett; title, Auditor; address, Norfolk, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—February 1, 1913.

Date of last closing of stock books before end of year for which this report is made—January 10, 1913.

Total number of stockholders of record at that date—8.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—The Virginian Railway Company operates the property of this company and controls it through ownership of a majority of its capital stock.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|-------------------------------|---|-----------------------------------|---|
| | From | To | | |
| <i>Under Lease:</i> The Virginian Terminal Railway Company..... | Boush creek, Norfolk, Va..... | Sewall's Point, Norfolk county, Va..... | ----- | 1.75 |

TRACKS OPERATED.

List of Tracks the Operations of which are Included in this Report.

| NAME OF OWNER | LOCATION | CHARACTER OF BUSINESS | MILES OF TRACK | | |
|-----------------------------------|----------------------|---|----------------|------------------------|-------|
| | | | Main Track | Yard Track and Sidings | Total |
| The Virginian Terminal Ry. Co.... | Norfolk Co., Va..... | Terminal facilities at Sewalls Point..... | 1.75 | 27.77 | 29.52 |

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES.

| STATE OR TERRITORY | LINE OWNED | | | New Line Constructed During Year | RAILS |
|--------------------|------------|------------------------|-------|----------------------------------|-------|
| | Main Track | Yard Track and Sidings | Total | | Steel |
| Virginia..... | 1.75 | 27.77 | 29.52 | 3.16 | 29.52 |

ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name of Every Railway Company the Income of which, from Lease or Other Assignment for Operation, is Included in this Report.

| NAME | TERMINI | | Miles of Line (Single Track) | Name of Lessee |
|------------------------------------|----------------------------------|----------------------------------|------------------------------|--------------------------------|
| | From | To | | |
| The Virginian Terminal Ry. Co..... | Boush creek, Norfolk county, Va. | Sewall's Point, Norfolk Co., Va. | 1.75 | The Virginian Railway Company. |
| | Yards and sidings. | ----- | 27.77 | |
| Total mileage | ----- | ----- | 29.52 | |

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | |
|-------------------------------|------------------|--------------------|-----------------|--------------|----------------------------------|
| | | Date | TERM | | Concise Summary of Provisions |
| | | | From | To | |
| The Virginian Railway Co.. | 1.75 | May 1, 1913.... | May 1, 1913.... | May 1, 2012. | |

THE VIRGINIAN TERMINAL RAILWAY COMPANY

FUNDED DEBT:

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | Rate | INTEREST | | Amount Paid Dur- ing the Year |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|---|------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | | When Pay- able | Amount Accrued During the Year | |
| Mortgage bonds | 1907 | 1937 | \$10,000,000 | \$ 500,000 | | | | | | | | |
| | 1909 | | | 1,872,000 | | | | | | | | |
| | 1912 | | | 628,000 | | | | | 5 | M. & N. | \$150,000 00 | \$ 150,000 00 |
| Total | | | \$10,000,000 | \$ 3,000,000 | | | | \$ 3,000,000 | | | \$150,000 00 | \$ 150,000 00 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD BY RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | | Amount Paid During the Year |
|-------------------------------|---------------------------------------|-------------|--------------------------|---------------------------------|---|---|-------------------------------------|----------------------------|-----------------------------------|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | Charged to Construction | |
| | | | | | | Charged to Income | Charged to Income | | |
| | | | | | | | | | |
| Mortgage bonds..... | \$ 3,000,000 | | | | \$ 3,000,000 | \$ 150,000 00 | | \$ 150,000 00 | |
| PURPOSE OF THE ISSUE | | | | | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized | |
| | | | | | | | | | |

ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name of Every Railway Company the Income of which, from Lease or Other Assignment for Operation, is Included in this Report.

| NAME | TERMINI | | Miles of Line (Single Track) | Name of Lessee |
|------------------------------------|----------------------------------|----------------------------------|------------------------------|--------------------------------|
| | From | To | | |
| The Virginian Terminal Ry. Co..... | Boush creek, Norfolk county, Va. | Sewall's Point, Norfolk Co., Va. | 1.75 | The Virginian Railway Company. |
| | Yards and sidings. | | 27.77 | |
| Total mileage | | | 29.52 | |

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | Concise Summary of Provisions |
|-------------------------------|------------------|--------------------|-----------------|--------------|----------------------------------|
| | | Date | TERM | | |
| | | | From | To | |
| The Virginian Railway Co.. | 1.75 | May 1, 1913.... | May 1, 1913.... | May 1, 2012. | |

THE VIRGINIAN TERMINAL RAILWAY COMPANY

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | | |
|---|----------------------|---------------------|-------------------------------|------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| Mortgage bonds | 1907 1909 1912 | 1937 | \$10,000,000 | \$ 500,000 1,872,000 628,000 | | | | \$ 3,000,000 | 5 | M. & N. | \$150,000 00 | \$ 150,000 00 |
| Total | | | \$10,000,000 | \$ 3,000,000 | | | | \$ 3,000,000 | | | \$150,000 00 | \$ 150,000 00 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | | Amount Paid During the Year | \$ 150,000 00 |
|-------------------------------|-------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|---|---|-------------------------------------|-----------------------------------|---------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | | | |
| | | | | | | Charged to Income | Charged to Construction | | | |
| Mortgage bonds..... | \$ 3,000,000 | | | | \$ 3,000,000 | \$ 150,000 00 | | | | |
| | | | | | | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized | |
| PURPOSE OF THE ISSUE | | | | | | | | | | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|--------------|------------------------|----------------------------|-------------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 500,000 | \$ 500,000 | ----- | 1.75 | \$ 285,714 |
| Funded debt..... | 3,000,000 | 3,000,000 | ----- | 1.75 | 1,714,286 |
| Total..... | \$ 3,500,000 | \$ 3,500,000 | ----- | 1.75 | \$2,000,000 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage Per Mile of Line |
|---|---|---|-------|--|
| | From | To | Miles | |
| First mortgage bond. | Boush creek, Norfolk county, Va..... | Sewalls Point, Nor- folk county, Va. | 1.75 | |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|------------------------------|--|---|---|
| I. ROAD: | | | |
| Cost of road purchased..... | ----- | \$3,500,000 00 | \$ 3,500,000 00 |
| RECAPITULATION | | | |
| I. Road..... | ----- | \$3,500,000 00 | \$ 3,500,000 00 |
| Total—State of Virginia..... | ----- | \$3,500,000 00 | \$ 3,500,000 00 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|-------------------------------------|--------------------------------------|
| | Entire Line and State of Virginia |
| Investment since June 30, 1907..... | \$ 3,500,000 00 |
| Total..... | \$ 3,500,000 00 |
| Cost per mile of line..... | \$ 2,000,000 00 |

INCOME STATEMENT.

| OTHER INCOME: | | |
|--|---------------|---------------|
| Income from lease of road..... | \$ 155,833 33 | |
| Miscellaneous income..... | 17 50 | |
| Total other income..... | | \$ 155,850 83 |
| Gross income..... | | \$ 155,850 83 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Interest deductions for funded debt..... | \$ 150,000 00 | |
| Miscellaneous deductions..... | 17 50 | |
| Total deductions..... | | 150,017 50 |
| Net income..... | | \$ 5,833 33 |
| Income balance transferred to credit of profit and loss..... | | \$ 5,833 33 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|-------------|-------------|
| Credit balance transferred from income account..... | | \$ 5,833 33 |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | \$ 5,833 33 | |
| Total..... | \$ 5,833 33 | \$ 5,833 33 |

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

Does the respondent own or control any railway securities (stock, funded debt or miscellaneous) through any intermediary which does not make an annual report to the Commission?—No.

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

Advances for Proprietary, Affiliated and Controlled Companies.

| NAME OF COMPANY | Amount |
|------------------------------------|--------------|
| The Virginian Railway Company..... | \$ 27,674 30 |

RENTS RECEIVABLE.

Income from Lease of Road.

| ROAD LEASED | LOCATION | NAME OF LESSEE | Amount |
|--|------------------------|--------------------------------|---------------|
| The Virginian Terminal Railway Company.... | Norfolk county, Va.... | The Virginian Railway Company. | \$ 155,833 33 |

Explanatory Remarks.

| | |
|--------------------|---------------|
| Bond interest..... | \$ 150,000 00 |
| Rental..... | 5,833 33 |
| | \$ 155,833 33 |

MISCELLANEOUS INCOME.

| SOURCE OF INCOME | Amount |
|--|----------|
| Corporate expenses (collected as rent) | \$ 17 50 |

MISCELLANEOUS DEDUCTIONS.

| NATURE OF DEDUCTION | Amount |
|----------------------|----------|
| Directors fees | \$ 17 50 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | Increase or Decrease |
|-----------------|---|-----------------|-------------------------|
| Amount | | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment since June 30, 1907: | | |
| \$ 3,500,000 00 | Road | \$ 3,500,000 00 | ..... |
| | WORKING ASSETS | | |
| \$ 25,000 00 | Miscellaneous accounts receivable | \$ 30,833 33 | \$ 5,833 33 |
| | DEFERRED DEBIT ITEMS | | |
| | Other deferred debit items | \$ 27,674 30 | \$ 27,674 30 |
| \$ 3,525,000 00 | Grand total | \$ 3,558,507 63 | \$ 33,507 63 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 500,000 00 | Common stock | \$ 500,000 00 | ..... |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 3,000,000 00 | Mortgage bonds | \$ 3,000,000 00 | ..... |
| | WORKING LIABILITIES | | |
| | Working advances due to other companies | \$ 27,674 30 | \$ 27,674 30 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 25,000 00 | Unmatured interest, dividends and rents payable | \$ 25,000 00 | ..... |
| | PROFIT AND LOSS | | |
| | Balance | \$ 5,833 33 | \$ 5,833 33 |
| \$ 3,525,000 00 | Grand total | \$ 3,558,507 63 | \$ 33,507 63 |

Washington Southern Railway Company

HISTORY

Exact name of common carrier making this report—Washington Southern Railway Company.

Date of organization—March 26, 1890.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Act of the General Assembly of Virginia, January 20, 1890.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Formed by the consolidation of Alexandria and Fredericksburg Railway Company. Acts of the General Assembly of Virginia, February 3, 1864, June 4, 1870, and March 4, 1871, and the Alexandria and Washington Railway Company, act of the General Assembly of Virginia, February 27, 1854.

Date and authority for each consolidation—March 26, 1890, pursuant to act of the General Assembly of Virginia, January 20, 1890.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|---------------------|-----------------------------|------------------------------------|
| W. W. Finley..... | Washington, D. C..... | November, 1913. |
| W. J. Harahan..... | Norfolk, Va..... | |
| Samuel Rea..... | Philadelphia, Pa..... | |
| G. W. Stevens..... | Richmond, Va..... | |
| H. Walters..... | New York, N. Y..... | |
| Daniel Willard..... | Baltimore, Md..... | |
| Wm. H. White..... | Richmond, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------|--------------------|--------------------------|
| President..... | Wm. H. White..... | Richmond, Va. |
| Assistant to President..... | W. D. Duke..... | Richmond, Va. |
| Secretary..... | Norman Call..... | Richmond, Va. |
| Treasurer..... | D. K. Kellogg..... | Richmond, Va. |
| General Counsel..... | A. C. Braxton..... | Richmond, Va. |
| Auditor..... | J. E. Cox..... | Richmond, Va. |
| Traffic Manager..... | W. P. Taylor..... | Richmond, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, J. E. Cox; title, Auditor; address, Richmond, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—November 18, 1912.

Date of last closing of stock books before end of year for which this report is made—November 11, 1912.

Total number of stockholders of record at that date—1.

Was each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—Richmond-Washington Company.

(c) The manner in which control was established—Ownership of stock.

(d) The extent of control—Controlling corporation owns the entire issue of stock.

(e) Whether control was direct or indirect—Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? If control was so held, state: The name of the trustee; the name of the beneficiary or beneficiaries for whom the trust was maintained—The New York Trust Company (whose former corporate title was the New York Security and Trust Company) pledgee under and subject to the terms and conditions of the collateral trust mortgage, dated June 1, 1903, from the Richmond-Washington Company to the New York Security and Trust Company as trustee, holder of all the capital stock.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|---|--|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Washington Southern Ry. | Quantico Junction..... | South end long bridge, Va.-D. C. State line. | 31.04 | 31.04 |
| <i>Stock Ownership:</i> Potomac R. R..... | Quantico Monument... | Quantico Junction..... | 1.10 | 1.10 |
| <i>Trackage Rights:</i> Phila., Balto. and Washington R. R..... | South end long bridge, Va.-D. C. State line.. | Second and Va. Ave., Washington, D. C. | 2.05 | ----- |
| Washington Terminal Co. | Second and Va. Ave., Washington, D. C.... | Washington, D. C. Union Station..... | 1.38 | 3.43 |
| Total..... | ----- | ----- | ----- | 35.57 |

STATE OF VIRGINIA.

| | | | | |
|--|------------------------|---|-------|-------|
| <i>Main Line:</i> Washington Southern Ry. | Quantico Junction..... | South end long bridge, Va.-D. C. State line.. | 31.04 | 31.04 |
| <i>Stock Ownership:</i> Potomac R. R..... | Quantico Monument... | Quantico Monument... | 1.10 | 1.10 |
| Total..... | ----- | ----- | ----- | 32.14 |

AUXILIARY OR OUTSIDE OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary or Outside Operations.

| DESIGNATION | Character of Business | Title | State or Territory |
|---------------------------------------|-----------------------|---------------------------------------|--------------------|
| Combined parlor and dining service... | As stated..... | Mileage agreement owned by R. F. & P. | State of Virginia. |

Miscellaneous Investments—Physical Property.

| DESIGNATION | State | Investment |
|--|---------------|---------------|
| House and lot..... | Virginia..... | \$ 1,500 00 |
| House and lot..... | " | 1,050 00 |
| House and lot..... | " | 1,720 00 |
| House, lot and stable..... | " | 3,250 00 |
| S. M. house..... | " | 1,600 00 |
| House, lot and stable..... | " | 1,390 00 |
| House, lot and shed..... | " | 1,320 00 |
| S. M. house..... | " | 1,800 00 |
| Old gravel pit, Franconia..... | " | 1,142 00 |
| Armour yard and tracks..... | " | 16,696 69 |
| Surplus land immediately adjacent to right of way— | | |
| Island farm..... | | |
| East of Potomac yard..... | | |
| Approximately 181 acres..... | " | 57,855 00 |
| Purchased for future use..... | " | |
| West of main line..... | " | 5,197 09 |
| West of main line (Smoot)..... | " | 5,400 00 |
| West of main line..... | " | 1,353 60 |
| West of main line..... | " | 1,240 00 |
| West of main line (Baggett)..... | " | 13,000 00 |
| West of main line (Slater)..... | " | 435 00 |
| West of main line (Tucker)..... | " | 943 00 |
| West of main line (Cheshire)..... | " | 4,350 00 |
| South end of long bridge (Dodge)..... | " | 38,600 00 |
| South end of long bride (Dodge)..... | " | 29,300 00 |
| South end of long bridge (Mana)..... | " | 22,098 54 |
| Rails Alexandria Glass Works siding..... | " | 152 60 |
| Surplus land Alexandria passenger station..... | " | 10,350 00 |
| | | \$ 221,743 52 |

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OPERATING COMPANY | LEASE OR AGREEMENT | | | | |
|-------------------------------|--------------------|-----------------|--|----|---|
| | Miles of Line | Date | Term | | Concise Summary of Provisions |
| | | | From | To | |
| Southern Railway Company..... | 1.64 | Aug. 1, 1906... | Until terminated by parties to this agreement..... | | The Southern Railway Company is granted exclusive right of operating these tracks which are maintained by respondent and all costs of such maintenance are borne by respondent. |

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | Term | | Total Par Value Authorized | Total Par Value Outstanding | Total Par Value Held by Respondent | | | Total Par Value Not Held by Respondent | Interest | | | |
|-----------------------------------|---------------|------------------|----------------------------|-----------------------------|------------------------------------|-----------------------|---------------------------|--|----------|--------------|--------------------------------|-----------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Payable | Amount Accrued During the Year | Amount Paid During the Year |
| Mortgage bonds..... | 1903 | 1943 | \$ 4,000,000 | \$ 4,000,000 | ..... | ..... | ..... | \$ 4,000,000 | 4 | J. & D. | \$168,000 00 | \$ 167,600 00 |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | TOTAL PAR VALUE HELD BY RESPONDENT | | | | Total Par Value Not Held by Respondent | INTEREST | | |
|---|---------------------------------------|-------------|--------------------------|---------------------------------|---|---|-------------------------------------|-----------------------------------|
| | Total Par Value Out- standing | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year |
| | | | | | | Charged to Income | Charged to Construction | |
| Mortgage bonds..... | \$ 4,000,000 | | | | \$ 4,000,000 | \$ 138,000 00 | | \$ 157,600 00 |
| PURPOSE OF THE ISSUE | | | | | | | | |
| Issued for cash..... | | | | | Total Par Value Issued During the Year | Cash Realized on Amount Issued During the Year | Total Par Value Out- standing | Total Cash Realized |
| Issued for additions and betterments..... | | | | | \$ 120,000 | \$ 120,000 | \$ 120,000 | \$ 120,000 00 |
| Issued for purchase of railway or other property..... | | | | | | | 2,889,000 | 3,861,317 50 |
| Issued for refundment of securities..... | | | | | | | 100,000 | |
| Total..... | | | | | \$ 120,000 | \$ 120,000 | \$ 4,000,000 | \$ 3,981,317 50 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|------------|
| | | To Railways | To Other Properties | Miles | Amount |
| | | | | | |
| Capital stock..... | \$ 4,000,000 | All | ----- | 33.78 | \$ 118,413 |
| Funded debt..... | 4,000,000 | All | ----- | 33.78 | 118,413 |
| Total..... | \$ 8,000,000 | ----- | ----- | ----- | \$ 236,826 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRAILS MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--------------------------------------|--------------------------|--------------------------|-------|--|--|
| | From | To | Miles | | |
| First mortgage gold bond..... | Quanticum Monument.... | South end of long bridge | 33.78 | \$ 118,413 | All the railroad and works of this company, its franchisees and corporate rights, with such other of its property now held or which hereafter may be acquired. |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—STATE OF VIRGINIA.

| ACCOUNT | From Cash or Other Working Assets | From Special Appropriations | Property Retired or Converted | Total |
|--|---|--------------------------------|-------------------------------------|---------------|
| Right of way and station grounds. | \$ 3,515 50 | | | \$ 3,515 50 |
| Bridges, trestles and culverts..... | | \$ 3,833 05 | | 3,833 05 |
| Sidings and spur tracks..... | | | \$ 1,295 60 | Cr. 1,295 60 |
| Terminal yards..... | 13,154 99 | | 2,387 56 | 10,767 43 |
| Telegraph and telephone lines..... | | 36 58 | | 36 58 |
| Station buildings and fixtures..... | 3,119 11 | 1,631 14 | | 4,750 25 |
| Roadway machinery and tools..... | | 551 96 | | 551 96 |
| Shops, enginehouses and turn- tables..... | 274 08 | | | 274 08 |
| Shop machinery and tools..... | 452 21 | | | 452 21 |
| Equipment..... | 124,090 24 | 233 01 | 160 00 | 122,723 25 |
| Other additions and betterments..... | 4,427 52 | 166 29 | | 4,593 81 |
| Total—State of Virginia..... | \$ 149,033 65 | \$ 6,452 03 | \$ 5,283 16 | \$ 150,202 52 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Engineering..... | | \$ 653 16 | \$ 653 16 |
| Right of way and station grounds..... | \$ 3,515 50 | 27,084 94 | 30,800 44 |
| Real estate..... | | Cr. 100,421 72 | Cr. 100,421 72 |
| Grading..... | 3,049 01 | 11,960 28 | 15,009 29 |
| Bridges, trestles and culverts..... | 3,926 01 | 222 55 | 4,148 56 |
| Ties..... | 2,434 87 | 8,901 28 | 11,336 15 |
| Rails..... | 1,315 84 | Cr. 27,851 63 | Cr. 26,535 79 |
| Frogs and switches..... | 251 71 | 12,964 17 | 13,215 68 |
| Track fastenings and other material..... | 569 30 | 4,180 62 | 4,729 92 |
| Ballast..... | 810 72 | 74,439 58 | 75,250 30 |
| Track laying and surfacing..... | Cr. 221 21 | 45,454 00 | 45,235 79 |
| Roadway tools..... | 551 96 | 86 62 | 638 58 |
| Fencing right of way..... | | 1,694 65 | 1,684 65 |
| Crossings and signs..... | | 2,757 74 | 2,757 74 |
| Interlocking and other signal apparatus..... | 1,188 63 | 77,757 43 | 78,926 06 |
| Telegraph and telephone lines..... | 36 58 | 4,893 04 | 4,919 62 |
| Station buildings and fixtures..... | 4,750 25 | 24,352 28 | 29,102 53 |
| Shops, enginehouses and turntables..... | 274 08 | 15,694 33 | 15,868 41 |
| Shop machinery and tools..... | 452 21 | 24,779 10 | 25,231 31 |
| Water stations..... | | 2,864 31 | 2,864 31 |
| Fuel stations..... | | 20,555 66 | 68 66 |
| Electric power plants..... | | 20,555 16 | 20,555 16 |
| Electric power transmission..... | | 4,589 34 | 4,589 34 |
| Miscellaneous structures..... | 4,593 81 | 17,044 12 | 21,637 93 |
| Injuries to persons..... | | 1,427 09 | |
| Total | \$ 27,479 27 | \$ 256,011 10 | \$ 283,490 37 |
| II. EQUIPMENT: | | | |
| Steam locomotives..... | \$ 121,293 87 | \$ 132,195 53 | \$ 253,489 40 |
| Passenger-train cars..... | 769 25 | 63,439 62 | 54,206 87 |
| Freight-train cars..... | | Cr. 1,646 97 | Cr. 1,646 97 |
| Work equipment..... | 680 13 | 4,364 87 | 5,025 00 |
| Total | \$ 122,723 25 | \$ 188,353 05 | \$ 311,076 30 |
| III. GENERAL EXPENDITURES: | | | |
| Interest and commissions..... | | \$ 342 73 | \$ 342 73 |
| RECAPITULATION | | | |
| I. Road..... | \$ 27,479 27 | \$ 256,011 10 | \$ 283,490 37 |
| II. Equipment..... | 122,723 25 | 188,353 05 | 311,076 30 |
| III. General expenditures..... | | 342 73 | 342 73 |
| Total—Entire line | \$ 150,202 52 | \$ 444,706 88 | \$ 594,909 40 |
| Total—State of Virginia | \$ 150,202 52 | \$ 444,706 88 | \$ 594,909 40 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|--|------------------------|
| | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 7,082,225 37 |
| Equipment..... | 349,195 60 |
| Investment since June 30, 1907..... | 594,909 40 |
| Total | \$ 8,026,330 37 |
| Reserve for accrued depreciation—Cr..... | 73,142 90 |
| Net total | \$ 7,953,187 47 |
| Cost per mile of line..... | 235,440 72 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|--|-----------------|---------------|
| Rail operations—Revenues..... | \$ 1,318,389 67 | |
| Rail operations—Expenses..... | 897,137 59 | |
| Net Revenue—Rail operations..... | | \$ 421,252 08 |
| Auxiliary or outside operations—Revenues..... | \$ 320 34 | |
| Auxiliary or outside operations—Expenses..... | 2,562 31 | |
| Net deficit auxiliary operations..... | | 2,241 97 |
| Net railway operating revenue..... | | \$ 419,010 11 |
| Railway tax accruals..... | | 40,664 80 |
| Railway operating income..... | | \$ 378,345 31 |
| OTHER INCOME: | | |
| Income from lease of road..... | \$ 1,382 70 | |
| Joint facility rent income..... | 105,859 06 | |
| Miscellaneous rent income..... | 1,423 86 | |
| Net profit from miscellaneous physical property..... | 1,428 75 | |
| Income from unfunded securities and accounts..... | 15,288 43 | |
| Total other income..... | | 125,382 80 |
| Gross income..... | | \$ 503,728 11 |
| DEDUCTIONS FROM GROSS INCOME: | | |
| Hire of equipment—debit balance..... | \$ 50,666 31 | |
| Joint facility rent deductions..... | 135,213 19 | |
| Miscellaneous rent deductions..... | 100 00 | |
| Miscellaneous tax accruals..... | 961 62 | |
| Interest deductions for funded debt..... | 158,000 00 | |
| Interest deductions for unfunded debt..... | 7,450 00 | |
| Total deductions..... | | 352,391 12 |
| Net income..... | | \$ 151,336 99 |
| DISPOSITION OF NET INCOME: | | |
| Dividend appropriations of income..... | \$ 106,000 00 | |
| Appropriations of income for additions and betterments..... | 6,452 03 | |
| | | 112,452 03 |
| Income balance transferred to credit of profit and loss..... | | \$ 38,884 96 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|---|---------------|---------------|
| Balance (at beginning of fiscal period)..... | | \$ 291,326 35 |
| Credit balance transferred from income account..... | | 38,894 96 |
| Delayed income credits..... | | *1,288 23 |
| Miscellaneous credits..... | | 15,973 10 |
| Dividend appropriations of surplus..... | \$ 38,800 00 | |
| Loss on retired road and equipment..... | 1,810 82 | |
| Miscellaneous debits..... | 179 30 | |
| Balance credit or debit (at end of fiscal period) carried to general balance sheet..... | 296,762 52 | |
| Total..... | \$ 337,452 64 | \$ 337,452 64 |

*Revenue on shipments of cotton seed oil for refining in transit.

†Refund by Washington Terminal Company of rental account of reduction in valuation of facilities.....

| | |
|---|-------------|
| Unclaimed wages to July 1, 1910..... | \$ 5,536 64 |
| Proportion of average in inventory received from Washington Terminal Company..... | 61 33 |
| Unclaimed proportion of ticket sales (misrouted tickets to July 1, 1910)..... | 194 61 |
| Miscellaneous small items..... | 118 63 |
| ‡Bills against Belle Pre Bottle Company, bankrupt, charged out..... | 71 00 |
| | 79 03 |

SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Auxiliary (or Outside Operations.)

| DESIGNATION | Revenues | Expenses | Net Revenue or Deficit |
|-------------------------------------|-----------|-------------|------------------------|
| Parlor and chair car service..... | \$ 277 43 | | \$ 277 43 |
| Dining and special car service..... | 42 91 | \$ 2,562 31 | Def. 2,517 40 |
| Total..... | \$ 320 34 | \$ 2,562 31 | \$ Def. 2,241 97 |

Miscellaneous Investments—Physical Property.

| DESIGNATION | Revenue (or Income) | Expenses | Net Income or Loss | Taxes |
|---|---------------------|-----------|--------------------|-----------|
| | \$ 139 00 | \$ 120 24 | \$ 18 76 | \$ 11 10 |
| | 110 00 | 129 72 | 19 72* | 7 56 |
| | 120 00 | 122 15 | 2 15* | 13 41 |
| | 221 00 | 39 96 | 181 04 | 31 45 |
| | | 1 29 | 1 29* | 11 84 |
| | 96 00 | 114 38 | 18 38* | 10 36 |
| | 96 00 | 22 22 | 73 78 | 10 18 |
| | | | | 13 41 |
| | 400 00 | 197 43 | 202 57 | 334 85 |
| | 44 18 | | 44 18 | 95 46 |
| | | | | 2 77 |
| | 15 00 | | 15 00 | |
| | | | | 123 82 |
| | | | | 89 54 |
| | | | | 49 03 |
| | 920 68 | | 920 68 | 85 84 |
| Rails, Alexandria Glass Works.... | 15 68 | 1 40 | 14 28 | |
| Total..... | \$ 2,177 54 | \$ 748 79 | \$ 1,428 75 | \$ 890 92 |
| Surplus land at Alexandria passenger station..... | | | | \$ 57 00 |
| Old gravel pit, Franconia..... | | | | 13 70 |
| Total..... | | | | \$ 961 62 |

*Means loss.

RENTS RECEIVABLE.

Joint Facility Rent Income.

| Facility Leased | LOCATION | NAME OF LESSEE | Amount |
|-----------------------------------|---------------------|-----------------------|---------------|
| <i>Tracks:</i> | | | |
| Block C..... | Potomac yard..... | P. B. & W. R. R..... | \$ 2,978 09 |
| | | C. & O. Ry..... | 3,356 16 |
| | | Southern Railway..... | 12,551 09 |
| Block D..... | Potomac yard..... | C. & O. Ry..... | 1,100 08 |
| | | Southern Ry..... | 3,625 44 |
| <i>Yards and Terminals:</i> | | | |
| Alexandria passenger station..... | Alexandria, Va..... | C. & O. Ry..... | 538 97 |
| | | Southern Ry..... | 2,104 40 |
| | | P. B. & W. R. R..... | 43,569 44 |
| Block B..... | Potomac yard..... | B. & O. R. R..... | 11,449 72 |
| | | C. & O. Ry..... | 7,067 60 |
| | | Southern Ry..... | 17,528 09 |
| Total..... | | | \$ 105,859 06 |

RENTS RECEIVABLE—CONTINUED.

Income From Lease of Road.

| ROAD LEASED | LOCATION | NAME OF LESSEE | Amount |
|----------------------|---|-----------------------|-------------|
| Cameron Run track... | South of Alexandria on road bed of W. S. main line..... | Southern Railway..... | \$ 1,382 70 |

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Expenses | Amount |
|--------------------------------------|-------------------------|-------------|----------|-------------|
| Old W. O. & W. siding..... | W. & O D. Ry. | \$ 1,096 98 | ----- | \$ 1,096 98 |
| Right of way privileges..... | Western Union Tel. Co.. | 128 00 | ----- | 128 00 |
| Various small items..... | ----- | ----- | ----- | 198 88 |
| Total..... | ----- | ----- | ----- | \$ 1,423 86 |

RENTS PAYABLE.

Joint Facility Rent Deductions.

| Facility Leased | LOCATION | NAME OF LESSOR | Amount |
|--|--|-----------------------------|---------------|
| <i>Tracks:</i> Passenger tracks..... | South end of long bridge to Second and Va. Ave., Washington, D. C..... | P. B. & W..... | \$ 10,025 48 |
| <i>Yards and Terminals:</i> Washington Terminal, including 1.38 miles of track from Second and Va. Ave. to Terminal shed..... | Washington, D. C..... | Washington Terminal Co..... | 124,622 31 |
| <i>Other Facilities:</i> Miscellaneous small items..... | ----- | ----- | 565 40 |
| Total..... | ----- | ----- | \$ 135,213 19 |

Miscellaneous Rent Deductions.

| DESCRIPTION OF PROPERTY | LOCATION | NAME OF LESSOR | Amount |
|--|-------------------|-------------------------|-----------|
| Property leased for lumber unloading yard..... | Quantico, Va..... | Dr. H. B. Hutchison.... | \$ 100 00 |

HIRE OF EQUIPMENT.

Equipment Interchanged.

| KIND OF EQUIPMENT | BASIS OF COMPENSATION | | | | Total Com- pensation |
|---------------------------------------|------------------------------------|------|--------------------------------------|------|----------------------------|
| | LOCOMOTIVE- DAYS OR CAR-DAYS | | LOCOMOTIVE- MILES OR CAR-MILES | | |
| | Number | Rate | Number | Rate | |
| ACCURED ON EQUIPMENT BORROWED: | | | | | |
| Passenger locomotives..... | | | | | \$ 181,863 76 |
| Freight locomotives..... | | | | | |
| Work locomotives..... | | | | | |
| Passenger-train cars..... | | | | | |
| Freight-train cars..... | | | | | |
| Work cars..... | | | | | |
| ACCURED ON EQUIPMENT LOANED: | | | | | |
| Passenger locomotives..... | | | | | \$ 139,743 66 |
| Freight locomotives..... | | | | | |
| Work locomotives..... | | | | | |
| Passenger-train cars..... | | | | | |
| Freight-train cars..... | | | | | |
| Work cars..... | | | | | |

Private Cars.

| CARS USED | | | COMPENSATION | |
|------------------------------|-------------|---------------------|--------------|-------------|
| NAME OF OWNER | Description | Number Car-miles | Rate | Amount |
| Various..... | | 28,334 | 6-10 | \$ 170 00 |
| Calculation differences..... | | 1,116,833 | ¼ | 8,376 25 |
| | | | | Cr. 04 |
| Total..... | | 1,145,167 | | \$ 8,546 21 |

RECAPITULATION OF HIRE OF EQUIPMENT.

| ACCOUNT | Amt. Receivable | Amt. Payable |
|--|-----------------|---------------|
| Equipment interchanged..... | \$ 139,743 66 | \$ 181,863 76 |
| Private cars..... | | 8,546 21 |
| Total..... | \$ 139,743 66 | \$ 190,409 97 |
| Balance, as shown in income statement..... | | 50,666 31 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All new stocks issued—New common stock issued, \$120,000.

All new funded debt issued—New first mortgage gold bonds, \$120,000, under issue of June 1, 1903.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|-----------------|--|-----------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 7,082,225 37 | Road..... | \$ 7,082,225 37 | |
| 349,195 60 | Equipment..... | 349,195 60 | |
| | Investment since June 30, 1907: | | |
| 256,011 10 | Road..... | 283,490 37 | \$ 27,479 27 |
| 188,353 05 | Equipment..... | 311,076 30 | 122,723 25 |
| 342 73 | General expenditures..... | 342 73 | |
| \$ 7,876,127 85 | | \$ 8,026,330 37 | \$ 150,202 52 |
| 55,773 12 | Reserve for accrued depreciation—Cr..... | 73,142 90 | 17,369 78 |
| \$ 7,820,354 73 | Total..... | \$ 7,953,187 47 | \$ 132,832 74 |
| | <i>III. Other Investments:</i> | | |
| \$ 221,590 92 | Miscellaneous investments: | | |
| | Physical property..... | \$ 221,743 82 | \$ 152 60 |
| | WORKING ASSETS | | |
| \$ 116,710 15 | Cash..... | \$ 432,133 01 | \$ 315,422 86 |
| 146,746 05 | Miscellaneous accounts receivable..... | 163,796 76 | 17,050 71 |
| 173,045 36 | Materials and supplies..... | 181,678 77 | 8,633 41 |
| \$ 436,501 56 | Total..... | \$ 777,608 54 | \$ 341,106 98 |
| | DEFERRED DEBIT ITEMS | | |
| \$ 824 21 | Rents and insurance paid in advance..... | \$ 861 49 | \$ 37 28 |
| 2,066 09 | Taxes paid in advance..... | 1,965 33 | *100 76 |
| 11,396 83 | Other deferred debit items..... | | *11,396 83 |
| \$ 14,287 13 | Total..... | \$ 2,826 82 | \$ *11,460 31 |
| \$ 8,492,734 34 | Grand total..... | \$ 8,955,366 35 | \$ 462,632 01 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 3,880,000 00 | Common stock..... | \$ 4,000,000 00 | \$ 120,000 00 |
| \$ 3,880,000 00 | MORTGAGE, BONDED AND SECURED DEBT | | |
| | Mortgage bonds..... | \$ 4,000,000 00 | \$ 120,000 00 |
| | WORKING LIABILITIES | | |
| \$ 135,542 26 | Loans and bills payable..... | \$ 260,000 00 | \$ 260,000 00 |
| 167,969 93 | Audited vouchers and wages unpaid..... | 175,263 82 | 39,721 56 |
| | Miscellaneous accounts payable..... | 77,936 83 | *90,033 10 |
| \$ 303,512 19 | Total..... | \$ 513,200 65 | \$ 209,688 46 |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 12,933 33 | Unmatured interest, dividends and rents payable..... | \$ 14,308 33 | \$ 1,375 00 |
| 17,326 97 | Taxes accrued..... | 18,307 32 | 980 35 |
| \$ 30,260 30 | Total..... | \$ 32,615 65 | \$ 2,355 35 |
| | DEFERRED CREDIT ITEMS | | |
| \$ 1,300 00 | Other deferred credit items..... | | \$ *1,300 00 |
| | APPROPRIATED SURPLUS | | |
| \$ 106,335 50 | Additions to property since June 30, 1907, through income..... | \$ 112,787 53 | \$ 6,452 03 |
| | PROFIT AND LOSS | | |
| \$ 291,326 35 | Balance..... | \$ 296,762 52 | \$ 5,436 17 |
| \$ 8,492,734 34 | Grand total..... | \$ 8,955,366 35 | \$ 462,632 01 |

*Decrease.

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|----------------------------------|---|-----------------------|-----------|
| | Tons | Tons | Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 187 | 42,751 | 42,938 | 1.90 |
| Flour..... | | 9,482 | 9,482 | .42 |
| Other mill products..... | 101 | 9,299 | 9,400 | .42 |
| Hay..... | 266 | 14,571 | 14,837 | .66 |
| Tobacco..... | | 10,834 | 10,834 | .48 |
| Cotton..... | | 502 | 502 | .02 |
| Fruit and vegetables..... | 116 | 403,648 | 403,764 | 17.92 |
| Other products of agriculture..... | | 8,964 | 8,964 | .40 |
| Total..... | 670 | 500,051 | 500,721 | 22.22 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 111 | 11,822 | 11,933 | .53 |
| Dressed meats..... | | 5,349 | 5,349 | .24 |
| Other packing-house products..... | 1,356 | 1,789 | 3,145 | .14 |
| Poultry, game and fish..... | | 954 | 954 | .04 |
| Wool..... | | 62 | 62 | ..... |
| Hides and leather..... | 25 | 2,458 | 2,483 | .11 |
| Other products of animals..... | 1,998 | 6,360 | 8,358 | .37 |
| Total..... | 3,490 | 28,794 | 32,284 | 1.43 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | | 140,790 | 140,790 | 6.25 |
| Bituminous coal..... | 81 | 44,543 | 44,624 | 1.98 |
| Coke..... | | 20 | 20 | ..... |
| Ores..... | 11,072 | 2,944 | 14,016 | .62 |
| Stone, sand and other like articles..... | 82 | 27,620 | 27,702 | 1.23 |
| Other products of mines..... | 9,564 | 8,871 | 18,435 | .82 |
| Total..... | 20,799 | 224,788 | 245,587 | 10.90 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 14,609 | 551,312 | 565,921 | 25.12 |
| Other products of forests..... | 7,831 | 57,044 | 64,875 | 2.88 |
| Total..... | 22,440 | 608,356 | 630,796 | 28.00 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 27 | 53,292 | 53,319 | 2.37 |
| Sugar..... | | 12,313 | 12,313 | .55 |
| Naval stores..... | | 192 | 192 | ..... |
| Iron, pig and bloom..... | | 24,545 | 24,545 | 1.09 |
| Iron and steel rails..... | | 14,666 | 14,666 | .65 |
| Other castings and machinery..... | 40 | 36,902 | 36,942 | 1.64 |
| Bar and sheet metal..... | | 22,605 | 22,605 | 1.00 |
| Cement, brick and lime..... | 42,794 | 63,316 | 106,110 | 4.71 |
| Agricultural implements..... | | 1,918 | 1,918 | .08 |
| Wagons, carriages, tools, etc..... | 86 | 4,887 | 4,973 | .22 |
| Wines, liquors and beers..... | 3,862 | 4,150 | 8,012 | .36 |
| Household goods and furniture..... | 6 | 2,620 | 2,626 | .12 |
| Other manufactures..... | 1,700 | 129,687 | 131,387 | 5.83 |
| Total..... | 48,515 | 371,093 | 419,608 | 18.62 |
| Merchandise..... | 63,024 | 252,097 | 315,121 | 9.55 |
| Miscellaneous: Other commodities not mentioned above..... | 55,000 | 154,131 | 209,131 | 9.28 |
| Total tonnage—State..... | 213,938 | 2,139,310 | 2,353,248 | 100.00 |

SELECTED COMMODITIES.

| COMMODITY | Freight Carried in Carload Lots | Ton-Mileage of Freight Carried in Carload Lots | Revenue from Freight Carried in Carload Lots | Revenue Per Ton, Per Mile from Freight Carried in Carload Lots | |
|----------------------|---------------------------------|--|--|--|-------|
| | Tons | Ton-Miles | Dollars | Cents | Mills |
| Grain..... | 21,237 | 652,942 | 3,532 | ----- | 541 |
| Hay..... | 12,610 | 361,421 | 2,440 | ----- | 675 |
| Cotton..... | 502 | 15,060 | 100 | ----- | 664 |
| Live stock..... | 12,326 | 267,000 | 2,780 | 1 | 41 |
| Dressed meats..... | 4,334 | 127,993 | 869 | ----- | 679 |
| Anthracite coal..... | 197,709 | 5,879,280 | 15,355 | ----- | 262 |
| Bituminous coal..... | 107,043 | 1,509,188 | 9,793 | ----- | 645 |
| Lumber..... | 501,533 | 15,398,411 | 95,292 | ----- | 618 |

MILEAGE—ENTIRE LINE.
Mileage of Road Operated (All Tracks).

| LINE IN USE | LINE OWNED | | Line of Proprietar. Companies. | Line Operated Un- der Trackage Rights. | Total Mileage Operated | New Line Con- structed During Year | RAILS | |
|---|------------|-----------------------|-----------------------------------|--|---------------------------|--|-------|--------|
| | Main Line | Branches and Spurs | | | | | Iron | Steel |
| ENTIRE LINE: | | | | | | | | |
| Miles of single track. | 31.04 | ----- | 1.10 | 3.43 | 35.57 | ----- | ----- | 35.57 |
| Miles of second track. | 31.04 | ----- | 1.10 | 3.43 | 35.57 | ----- | ----- | 35.57 |
| Miles of third track. | 3.02 | ----- | ----- | ----- | 3.02 | ----- | ----- | 3.02 |
| Miles of fourth track. | 3.02 | ----- | ----- | ----- | 3.02 | ----- | ----- | 3.02 |
| Miles of yard track and sidings..... | 68.97 | ----- | ----- | ----- | 68.97 | ----- | ----- | 68.97 |
| Total mileage oper- ated (all tracks)... | 137.09 | ----- | 2.20 | 6.86 | 146.15 | ----- | ----- | 146.15 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | | | | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|
| Virginia, State of.... | 31.04 | ----- | 1.10 | ----- | 32.14 | ----- | ----- | 32.14 |
| Columbia, District of..... | ----- | ----- | ----- | 3.43 | 3.43 | ----- | ----- | 3.43 |
| Total mileage oper- ated (single track). | 31.04 | ----- | 1.10 | 3.43 | 35.57 | ----- | ----- | 35.57 |

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | | Total Mileage Owned | New Line Con- structed During Year | RAILS | |
|---------------------------------------|------------|-----------------------|------------------------|--|-------|-------|
| | Main Line | Branches and Spurs | | | Iron | Steel |
| Virginia, State of..... | 31.04 | 1.64 | 32.68 | ----- | ----- | 32.68 |
| Virginia, State of, P. R. R. | 1.10 | ----- | 1.10 | ----- | ----- | 1.10 |
| Total mileage operated (single track) | 32.14 | 1.64 | 33.78 | ----- | ----- | 33.78 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | | | |
|---|-------------------|---------|------------|---------|---------|---------|----------|---------|---------------------|---------|
| | TRAINMEN | | STATIONMEN | | SHOPMEN | | TRACKMEN | | TELEGRAPH EMPLOYEES | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Coupling or uncoupling..... | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Collisions..... | --- | 3 | --- | --- | --- | --- | --- | --- | --- | 3 |
| Falling from trains, locomotives, or cars..... | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| Jumping on or off trains, locomotives, or cars..... | --- | 7 | --- | --- | --- | --- | --- | --- | --- | 7 |
| Struck by trains, locomotives, or cars..... | --- | 2 | --- | --- | --- | --- | --- | --- | --- | 2 |
| Struck by trains, locomotives, or cars..... | 1 | 2 | --- | --- | --- | --- | 1 | --- | --- | 3 |
| Other causes..... | --- | 20 | --- | --- | --- | --- | --- | --- | --- | 22 |
| Total..... | 1 | 35 | --- | --- | --- | --- | 1 | --- | --- | 38 |

Average number employed during year: Trainmen, 461; switch tenders, crossing tenders and watchmen, 7; stationmen, 217; shopmen, 196; trackmen, 179; telegraph employees, 38; other employees, 400; total, 1,487.

| KIND OF ACCIDENT | OTHER PERSONS | | | | | | | | | |
|--|---------------|---------|--|---------|-------------|---------|-----------------|---------|--------|---------|
| | PASSENGERS | | Postal Clerks, Express Messengers, Pullman Employees, etc. | | TRESPASSING | | NOT TRESPASSING | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Falling from trains, locomotives, or cars..... | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Struck by trains, locomotives, or cars..... | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| At points along track..... | --- | 2 | --- | 1 | --- | --- | --- | --- | --- | --- |
| Other causes..... | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Total..... | 1 | 2 | --- | 1 | --- | --- | --- | --- | --- | --- |

SUMMARY

| | | |
|------------------------------------|-----|-----|
| TABLE A: Railway employees..... | 1 | 38 |
| Postal clerks, etc..... | 1 | 2 |
| Other persons..... | 1 | 1 |
| TABLE B: Railway employees..... | --- | 63 |
| Grand total..... | 3 | 105 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA—CONTINUED.

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | | | |
|--|-------------------|---------|---------|---------|----------|---------|-----------------|---------|
| | STATIONMEN | | SHOPMEN | | TRACKMEN | | OTHER EMPLOYEES | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Handling traffic..... | | 29 | | 2 | | | | 31 |
| Handling tools, machinery, etc..... | | | | 17 | | | | 20 |
| Handling supplies, etc..... | | 1 | | 2 | | 2 | | 4 |
| Getting on or off locomotives or cars at rest..... | | | | 1 | | 1 | | 1 |
| Other causes..... | | 1 | | 2 | | 1 | | 3 |
| Total..... | | 31 | | 24 | | 4 | | 63 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|-------------------------------|---|-------|------------------|---------------------------------|-------------------------|-------------------------|------------------|----------------|--------------------------------------|-------------------|-----------------|---------------------------------------|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line | | Length of Straight Line | ASCENDING GRADES | | | DESCENDING GRADES | | |
| | | | | Miles | Length of Straight Line | | Number | Sum of Ascents | Aggregate Length of Ascending Grades | Number | Sum of Descents | Aggregate Length of Descending Grades |
| Quantico Monument..... | Quantico Junction..... South end of Long Bridge..... | 1.10 | 1 | .26 | .84 | ..... | 1 | 12.4 | .76 | 1 | 13.4 | .34 |
| Quantico Junction..... | | 29 | 12.74 | 18.30 | 4.09 | 11 | 279.4 | 14.86 | 10 | 374.1 | 12.09 | |
| Total..... | | 32.14 | 30 | 13.00 | 19.14 | 4.09 | 12 | 291.8 | 15.62 | 11 | 387.5 | 12.43 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|-----------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| BRIDGES: | | | | | | |
| Iron..... | 21 | 1,881 | 12 | 1,052 | | |
| Combination..... | 3 | 3,578 | 689 | 1,697 | | |
| Total..... | 24 | 5,459 | | | | |
| OVERHEAD HIGHWAY CROSSINGS: | | | | | | |
| Bridges..... | 3 | | | | 21 | |
| Trestles..... | 5 | | | | 21 | |
| Total..... | 8 | | | | | |
| OVERHEAD RAILWAY CROSSINGS: | | | | | | |
| Bridges..... | 3 | | | | 21 | |

Gauge of track—4 feet, 8½ inches; 32.14 miles.

TELEGRAPH.

Owned by Company making this Report.

| TOTAL | | OPERATED BY THIS COMPANY | |
|---------------|---------------|--------------------------|---------------|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire |
| 32.14 | 128.56 | 32.14 | 128.56 |

Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Wire | NAME OF OWNER | NAME OF OPERATING COMPANY |
|---------------|---------------------------------|-----------------------------|
| ----- | Western Union Telegraph Co..... | Western Union Telegraph Co. |

Winchester and Potomac Railroad Company

HISTORY.

Exact name of common carrier making this report—Winchester and Potomac Railroad Company.

Date of organization—April 8, 1831.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Under act of Virginia Legislature, 1831, approved April 8, 1831.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not a consolidated company.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—Not a reorganized company.

What carrier operates the road of this company?—Operated as a part of the Baltimore and Ohio Railroad Company's system.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|---------------------|-----------------------------|------------------------------------|
| W. H. Baker..... | Winchester, Va..... | October, 1913. |
| G. D. Brooke..... | Winchester, Va..... | |
| Shirley Carter..... | Winchester, Va..... | |
| T. J. Cooper..... | Winchester, Va..... | |
| Thomas Cover..... | Winchester, Va..... | |
| W. W. Wall..... | Winchester, Va..... | |
| C. W. Woolford..... | Baltimore, Md..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------------------------|-------------------------|--------------------------|
| President..... | Daniel Willard..... | Baltimore, Md. |
| Vice-President..... | H. L. Bond, Jr..... | Baltimore, Md. |
| Secretary..... | C. W. Woolford..... | Baltimore, Md. |
| Treasurer..... | J. V. McNeal..... | Baltimore, Md. |
| Auditor..... | J. L. Kirk..... | Baltimore, Md. |
| General Manager..... | C. W. Galloway..... | Baltimore, Md. |
| Chief Engineer..... | F. L. Stuart..... | Baltimore, Md. |
| General Superintendent..... | F. E. Blaser..... | Baltimore, Md. |
| Division Superintendent..... | G. D. Brooke..... | Winchester, Va. |
| Freight Traffic Manager..... | C. G. Wight..... | Baltimore, Md. |
| Passenger Traffic Manager..... | O. P. McCarty..... | Baltimore, Md. |
| General Freight Agent..... | H. R. Lewis..... | Baltimore, Md. |
| General Passenger Agent..... | G. W. Squiggins..... | Baltimore, Md. |
| Superintendent of Telegraph..... | C. Selden..... | Baltimore, Md. |
| Real Estate Agent..... | J. D. McCubbin, Jr..... | Baltimore, Md. |

Officer to whom correspondence concerning this report should be addressed: Name, **J. L. Kirk**; title, Auditor; address, Baltimore, Md.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—October 25, 1912.

Date of last closing of stock books before end of year for which this report is made—Do not close.

Total number of stockholders of record—29.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—Baltimore and Ohio Railroad Company.

(c) The manner in which control was established—Ownership majority capital stock.

(d) The extent of control—98 per cent.

(e) Whether control was direct or indirect—Direct.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|-----------------------|---------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Winchester and Potomac R. R. Co..... | Harpers Ferry, W. Va. | Winchester, Va..... | ..... | 31.43 |

STATE OF VIRGINIA.

| | | | | |
|--|---|---------------------|-------|-------|
| <i>Main Line:</i> Winchester and Potomac R. R. Co..... | (Swimley) W. Va.-Va. State line..... | Winchester, Va..... | | 11.22 |
|--|---|---------------------|-------|-------|

FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | | |
|---|------------------|---------------------|-------------------------------|--------------------------------|---------------------------------------|--------------------------|---------------------------------|---|----------|-------------------|---|--|
| | Date of Issue | Date of Maturity | | | In Treas- ury | Pledged as Collateral | In Sinking or Other Funds | | Rate | When Pay- able | Amount Accrued During the Year | Amount Paid Dur- ing the Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | |
| First mortgage..... | 1867 | 1897 | \$ 150,000 | \$ 147,250 | | | | \$ 147,250 | 6 | J. & J. | \$ 8,835 00 | |
| Second mortgage..... | 1882 | 1913 | 95,000 | 85,000 | | | | 85,000 | 5 | J. & J. | 4,250 00 | |
| Total..... | | | \$ 245,000 | \$ 232,250 | | | | \$ 232,250 | | | \$ 13,085 00 | |

RECAPITULATION OF FUNDED DEBT.

| KIND OF BOND OR OBLIGATION | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT | | | Total Par Value Not Held by Respondent | INTEREST | | |
|-------------------------------|-------------------------------------|---------------------------------------|--------------------------|---------------------------------|---|-----------------------------------|----------------------------|-----------------------------------|
| | | In Treasury | Pledged as Collateral | In Sinking or Other Funds | | AMOUNT ACCRUED DURING THE YEAR | | Amount Paid During the Year |
| | | | | | | Charged to Income | Charged to Construction | |
| | | | | | | | | |
| Mortgage bonds..... | \$ 232,250 | | | | \$ 232,250 | \$ 13,085 00 | | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|-------------|------------------------|----------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 180,000 | \$ 180,000 | ..... | 31.43 | \$ 5,727 |
| Funded debt..... | 232,250 | 232,250 | ..... | 31.43 | 7,389 |
| Total..... | \$ 412,250 | \$ 412,250 | ..... | 31.43 | \$ 13,116 |

SECURITY FOR FUNDED DEBT.

| DESIGNATION OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage Per Mile of Line |
|---|--------------------------|---------------------|-------|--|
| | From | To | Miles | |
| First mort. bonds.... Second mort. bonds.} | Harpers Ferry, W. Va. | Winchester, Va..... | 31.43 | \$ 7,389 |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE
YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | Total |
|---------------------------------------|---|-------------|
| Right of way and station grounds..... | \$ 895 46 | \$ 895 46 |
| Sidings and spur tracks..... | 7,691 05 | 7,691 05 |
| Total..... | \$ 8,586 51 | \$ 8,586 51 |

STATE OF VIRGINIA.

| | | |
|---------------------------------------|-------------|-------------|
| Right of way and station grounds..... | \$ 895 46 | \$ 895 46 |
| Sidings and spur tracks..... | 7,284 02 | 7,284 02 |
| Total—State of Virginia..... | \$ 8,179 48 | \$ 8,179 48 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Engineering..... | \$ 1,146 90 | \$ 130 38 | \$ 1,277 28 |
| Right of way and station grounds..... | 891 12 | 3,320 00 | 4,211 12 |
| Grading..... | 3,321 78 | 204 10 | 3,525 88 |
| Bridges, trestles and culverts..... | 874 81 | 3,168 58 | 4,043 39 |
| Ties..... | 387 29 | 193 02 | 580 31 |
| Rails..... | 790 96 | 1,276 54 | 2,067 50 |
| Frogs and switches..... | 138 82 | 231 50 | 370 32 |
| Track fastenings and other material..... | 171 11 | 164 40 | 335 51 |
| Ballast..... | 21 65 | 15 00 | 36 65 |
| Track laying and surfacing..... | 496 19 | 476 11 | 972 30 |
| Fencing right of way..... | 237 15 | | 237 15 |
| Crossings and signs..... | 108 73 | | 108 73 |
| Station buildings and fixtures..... | | 5,710 76 | 5,710 76 |
| Miscellaneous structures..... | | 1,602 53 | 1,602 53 |
| Total..... | \$ 8,586 51 | \$ 16,492 92 | \$ 25,079 43 |
| RECAPITULATION | | | |
| I. Road..... | \$ 8,586 51 | \$ 16,492 92 | \$ 25,079 43 |
| Total—Entire line..... | \$ 8,586 51 | \$ 16,492 92 | \$ 25,079 43 |
| Total—State of Virginia..... | \$ 8,179 48 | \$ 9,554 23 | \$ 17,733 71 |

STATE OF VIRGINIA.

| | | | |
|--|--------------------|--------------------|---------------------|
| I. ROAD: | | | |
| Engineering..... | \$ 1,146 90 | | \$ 1,164 90 |
| Right of way and station grounds..... | 891 12 | \$ 1,731 50 | 2,622 62 |
| Grading..... | 3,321 78 | 334 12 | 3,655 90 |
| Bridges, trestles and culverts..... | 874 81 | | 874 81 |
| Ties..... | 359 85 | 112 52 | 472 37 |
| Rails..... | 613 58 | 942 71 | 1,556 29 |
| Frogs and switches..... | 77 83 | 121 35 | 199 18 |
| Track fastenings and other material..... | 135 17 | 120 15 | 255 32 |
| Ballast..... | 21 65 | 15 00 | 36 65 |
| Track laying and surfacing..... | 390 91 | 337 60 | 728 51 |
| Fencing right of way..... | 237 15 | | 237 15 |
| Crossings and signs..... | 108 73 | | 108 73 |
| Station buildings and fixtures..... | | 5,108 28 | 5,108 28 |
| Miscellaneous structures..... | | 731 00 | 731 00 |
| Total—State of Virginia..... | \$ 8,179 48 | \$ 9,554 23 | \$ 17,733 71 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT | |
|-------------------------------------|----------------------|----------------------|
| | Entire Line | State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | | |
| Road..... | \$ 421,759 46 | \$ 150,568 13 |
| Investment since June 30, 1907..... | 25,079 43 | 17,733 71 |
| Total..... | \$ 446,838 89 | \$ 168,301 84 |
| Net total..... | \$ 446,838 89 | \$ 168,301 84 |
| Cost per mile of line..... | 14,216 95 | 15,000 16 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | |
|--|---------------|
| Rail operations—Revenues..... | \$ 195,188 46 |
| Rail operations—Expenses..... | 163,747 98 |
| Net revenue—Rail operations..... | \$ 31,440 48 |
| Net railway operating revenue..... | \$ 31,440 48 |
| Railway tax accruals..... | 9,843 56 |
| Railway operating income..... | \$ 21,596 92 |
| OTHER INCOME: | |
| Miscellaneous rent income..... | 119 91 |
| Gross income..... | \$ 21,716 83 |
| DEDUCTIONS FROM GROSS INCOME: | |
| Interest deductions for funded debt..... | 13,085 00 |
| Net income..... | \$ 8,631 83 |
| Income balance transferred to credit of profit and loss..... | \$ 8,631 83 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|---------------|---------------|
| Balance (at beginning of fiscal period)..... | | \$ 108,284 79 |
| Credit balance transferred from income account..... | | 8,631 83 |
| Miscellaneous debits..... | \$ 8,631 83 | |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | 108,284 79 | |
| Total..... | \$ 116,916 62 | \$ 116,916 62 |

Net corporate loss, \$8,631.83, absorbed by Baltimore and Ohio Railroad Company.

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

Advances for Construction, Equipment, and Betterments.

| NAME OF COMPANY | Amount |
|--|--------------|
| Baltimore and Ohio Railroad Company..... | \$ 31,212 32 |

RENTS RECEIVABLE.

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Expenses | Amount |
|--------------------------------------|---|-------------|-----------|-------------|
| LAND: | | | | |
| Millville, W. Va. | Harpers Ferry Line Co.. | | | \$ 65 00 |
| Millville, W. Va. | Winchester and Washington Electric Ry. Co.. | | | 22 00 |
| Charleston, W. Va. | Miley Brothers..... | | | 2 00 |
| Swimley, Va. | Pierce Brothers..... | | | 2 00 |
| Winchester, Va. | F. A. Shryock..... | | | 30 00 |
| Winchester, Va. | Various..... | | | 111 65 |
| House rents..... | Various..... | \$ 143 45 | \$ 299 19 | Def. 155 74 |
| BUILDING: | | | | |
| Winchester, Va. | A. W. Shults..... | | | 30 00 |
| WIRES: | | | | |
| Halltown, W. Va. | Various..... | | | 3 00 |
| Millville, W. Va. | Winchester and Washington City Electric Ry. Co..... | | | 7 00 |
| Winchester, Va. | Winchester and Washington City Electric Ry. Co..... | | | 3 00 |
| Total | | | | \$ 119 91 |

RAILWAY TAX ACCRUALS.

| STATE OR TERRITORY | AD VALOREM TAX | | SPECIFIC TAX | | | On Property Owned, not Used in Operation and Miscellaneous | Internal Revenue U. S. Government | TOTAL |
|--------------------|--|---|-------------------------------|--|--|--|-----------------------------------|-------------|
| | On the Value of Real and Personal Property | On the Value of Stocks or Bonds or on Valuation Based on Earnings, Dividends, or Other Results of Operation | On Stocks, Bonds, Loans, etc. | On Gross or Net Earnings, Revenue or Dividends | On Traffic, or Some Physical Quality of Property Operated, or on Privilege | | | |
| Virginia..... | \$ 2,242 53 | ----- | \$ 20 00 | \$ 655 11 | ----- | \$ 7 18 | ----- | \$ 2,924 81 |
| West Virginia..... | 6,403 33 | ----- | 90 00 | ----- | ----- | 20 | ----- | 6,493 53 |
| United States..... | ----- | ----- | ----- | ----- | ----- | ----- | \$ 225 22 | \$ 225 22 |
| Total..... | \$ 8,845 85 | ----- | \$ 110 00 | \$ 655 11 | ----- | \$ 7 38 | \$ 225 22 | \$ 9,843 56 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

All extensions of road put in operation—Sidings—Extensions—Interchange, .21 miles.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|---------------|---|---------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 421,759 46 | Road..... | \$ 421,759 46 | |
| 16,492 92 | Investment since June 30, 1907: | 25,079 43 | \$ 8,586 51 |
| | Road..... | | |
| \$ 438,252 38 | Total..... | \$ 446,838 89 | \$ 8,586 51 |
| | WORKING ASSETS | | |
| \$ 114,828 79 | Miscellaneous accounts receivable | \$ 114,828 79 | |
| \$ 553,081 17 | Grand total..... | \$ 561,667 68 | \$ 8,586 51 |
| | LIABILITIES | | |
| | Stock | | |
| \$ 180,000 00 | Common stock..... | \$ 180,000 00 | |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 232,250 00 | Mortgage bonds..... | \$ 232,250 00 | |
| 22,625 81 | Obligations for advances received for con- struction, equipment and betterments..... | 31,212 32 | \$ 8,586 51 |
| \$ 254,875 81 | Total..... | \$ 263,462 32 | \$ 8,586 51 |
| | WORKING LIABILITIES | | |
| \$ 1 50 | Matured interest, dividends and rents unpaid | \$ 1 50 | |
| | ACCRUED LIABILITIES NOT DUE | | |
| \$ 6,542 50 | Unmatured interest, dividends and rents payable..... | \$ 6,542 50 | |
| | APPROPRIATED SURPLUS | | |
| \$ 3,376 57 | Additions to property since June 30, 1907, through income..... | \$ 3,376 57 | |
| | PROFIT AND LOSS | | |
| \$ 108,284 79 | Balance..... | \$ 108,284 79 | |
| \$ 553,081 17 | Grand total..... | \$ 561,667 68 | \$ 8,586 51 |

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|---|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 6,039 | 31,202 | 37,241 | 5.17 |
| Flour..... | 2,655 | 7,209 | 9,864 | 1.37 |
| Other mill products..... | 199 | 2,802 | 3,001 | .42 |
| Hay..... | 1,199 | 2,624 | 3,823 | .53 |
| Tobacco..... | | 15 | 15 | |
| Cotton..... | | 30 | 30 | |
| Fruit and vegetables..... | 6,353 | 6,830 | 13,183 | 1.83 |
| Other products of agriculture..... | 593 | 1,895 | 2,488 | .35 |
| Total..... | 17,038 | 52,607 | 69,645 | 9.67 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 1,067 | 13,495 | 14,562 | 2.02 |
| Dressed meats..... | | 441 | 441 | .06 |
| Other packing-house products..... | | 764 | 764 | .11 |
| Poultry, game and fish..... | | 711 | 711 | .10 |
| Wool..... | 151 | 85 | 236 | .03 |
| Hides and leather..... | 58 | 3,112 | 3,170 | .44 |
| Other products of animals..... | | 1,547 | 1,547 | .22 |
| Total..... | 1,296 | 20,145 | 21,441 | 2.98 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | | 5,627 | 5,627 | .78 |
| Bituminous coal..... | | 82,308 | 82,308 | 11.42 |
| Coke..... | | 7,334 | 7,334 | 1.02 |
| Ores..... | | 621 | 621 | .09 |
| Stone, sand and other like articles..... | 311,557 | 11,490 | 323,047 | 44.84 |
| Other products of mines..... | | 2,949 | 2,949 | .41 |
| Total..... | 311,557 | 110,329 | 421,886 | 58.56 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 3,764 | 33,507 | 37,271 | 5.17 |
| Other products of forests..... | 426 | 8,537 | 8,963 | 1.25 |
| Total..... | 4,190 | 42,044 | 46,234 | 6.42 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 20 | 2,715 | 2,735 | .38 |
| Sugar..... | 18 | 5,541 | 5,559 | .77 |
| Naval stores..... | | 1,425 | 1,425 | .20 |
| Iron, pig and bloom..... | | 796 | 796 | .11 |
| Iron and steel rails..... | 30 | 2,661 | 2,691 | .37 |
| Other castings and machinery..... | 53 | 5,324 | 5,377 | .75 |
| Bar and sheet metal..... | 450 | 4,114 | 4,564 | .63 |
| Cement, brick and lime..... | 729 | 60,206 | 60,935 | 8.46 |
| Agricultural implements..... | 11 | 10,17 | 1,028 | .14 |
| Wagons, carriages, tools, etc..... | | 342 | 342 | .05 |
| Wines, liquors and beers..... | 30 | 264 | 294 | .04 |
| Household goods and furniture..... | 35 | 261 | 296 | .04 |
| Other manufactures..... | 4,165 | 19,430 | 23,595 | 3.28 |
| Total..... | 5,541 | 104,096 | 109,637 | 15.22 |
| Merchandise..... | 4,297 | 21,511 | 25,808 | 3.58 |
| Miscellaneous: Other commodities not mentioned above..... | 2,106 | 23,635 | 25,741 | 3.57 |
| Total tonnage..... | 346,025 | 374,367 | 720,392 | 100.00 |

FREIGHT TRAFFIC MOVEMENT—STATE OF VIRGINIA.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 747 | 29,525 | 30,272 | 8.47 |
| Flour..... | 637 | 6,870 | 7,507 | 2.10 |
| Other mill products..... | 131 | 2,463 | 2,594 | .73 |
| Hay..... | 465 | 2,396 | 2,861 | .80 |
| Tobacco..... | | 15 | 15 | ..... |
| Cotton..... | | 30 | 30 | .01 |
| Fruit and vegetables..... | 4,093 | 6,644 | 10,737 | 3.00 |
| Other products of agriculture..... | 410 | 1,895 | 2,305 | .65 |
| Total..... | 6,483 | 40,838 | 56,321 | 15.76 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 500 | 13,177 | 13,677 | 3.83 |
| Dressed meats..... | | 441 | 441 | .12 |
| Other packing-house products..... | | 754 | 754 | .21 |
| Poultry, game and fish..... | | 711 | 711 | .20 |
| Wool..... | 20 | 85 | 105 | .03 |
| Hides and leather..... | | 3,112 | 3,112 | .87 |
| Other products of animals..... | | 1,547 | 1,547 | .43 |
| Total..... | 520 | 19,827 | 20,347 | 5.69 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | | 5,163 | 5,163 | 1.43 |
| Bituminous coal..... | | 70,801 | 70,801 | 19.61 |
| Coke..... | | 3,350 | 3,350 | .94 |
| Ores..... | | 621 | 621 | .17 |
| Stone, sand and other like articles..... | | 10,107 | 10,107 | 2.83 |
| Other products of mines..... | | 2,742 | 2,742 | .77 |
| Total..... | | 92,784 | 92,784 | 25.97 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 3,025 | 32,093 | 35,118 | 9.53 |
| Other products of forests..... | 130 | 8,459 | 8,589 | 2.40 |
| Total..... | 3,155 | 40,552 | 43,707 | 12.23 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 20 | 2,400 | 2,420 | .68 |
| Sugar..... | | 5,469 | 5,469 | 1.53 |
| Naval stores..... | | 1,425 | 1,425 | .40 |
| Iron, pig and bloom..... | | 796 | 796 | .22 |
| Iron and steel rails..... | | 2,592 | 2,592 | .72 |
| Other castings and machinery..... | 34 | 5,273 | 5,307 | 1.46 |
| Bar and sheet metal..... | 25 | 4,054 | 4,079 | 1.14 |
| Cement, brick and lime..... | | 58,550 | 58,550 | 16.39 |
| Agricultural implements..... | | 934 | 934 | .26 |
| Wagons, carriages, tools, etc..... | | 342 | 342 | .10 |
| Wines, liquors and beers..... | 16 | 264 | 280 | .08 |
| Household goods and furniture..... | 24 | 246 | 270 | .08 |
| Other manufactures..... | 56 | 16,903 | 16,959 | 4.73 |
| Total..... | 175 | 99,248 | 99,423 | 27.63 |
| Merchandise..... | 2,221 | 19,366 | 21,587 | 6.04 |
| Miscellaneous: Other commodities not men- tioned above..... | 653 | 22,489 | 23,142 | 6.43 |
| Total tonnage—State..... | 13,207 | 344,104 | 357,311 | 100.00 |

MILEAGE—ENTIRE LINE.

Mileage of Road Operated (All Tracks.)

| LINE IN USE | LINE OWNED | Total Mileage Operated | New Line Constructed During Year | RAILS |
|--|------------|------------------------------|---|-------|
| | Main Line | | | Steel |
| ENTIRE LINE: | | | | |
| Miles of single track..... | 31.43 | 31.43 | ----- | 31.43 |
| Miles of yard track and sidings..... | 7.31 | 7.31 | .26 | 7.31 |
| Total mileage operated (all tracks)..... | 38.74 | 38.74 | .26 | 38.74 |

Mileage of Line Operated—By States and Territories (Single Track).

| | | | | |
|--|-------|-------|-------|-------|
| Virginia..... | 11.22 | 11.22 | ----- | 11.22 |
| West Virginia..... | 20.21 | 20.21 | ----- | 20.21 |
| Total mileage operated (single track)..... | 31.43 | 31.43 | ----- | 31.43 |

Mileage of Line Owned—By States and Territories (Single Track).

| STATE OR TERRITORY | LINE OWNED | Total Mileage Owned | New Line Constructed During Year | RAILS |
|--|------------|---------------------------|---|-------|
| | Main Line | | | Steel |
| Virginia..... | 11.22 | 11.22 | ----- | 11.22 |
| West Virginia..... | 20.21 | 20.21 | ----- | 20.21 |
| Total mileage operated (single track)..... | 31.43 | 31.43 | ----- | 31.43 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

None.

Average number employed during year: Trainmen, 10; stationmen, 6; trackmen, 15; telegraph employees, 2; total, 33.

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | | PROFILE | | | | | | |
|--|---------------------|-------|------------------|--|----------------------------------|-------------------------------|--------|------------------------|---|--------|-------------------------|--|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Line Miles | Length of Straight Line Miles | Length of Level Line Miles | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles |
| (Swinley), West Va.-Virginia State line..... | Winchester, Va..... | 11.22 | 27 | 4.98 | 6.24 | ----- | 1 | 6.30 | 2.14 | 1 | 283.0 | 9.08 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH | HEIGHT OF LOWEST ABOVE SURFACE OF RAIL | |
|-----------------------------|--------|---------------------|-------------------|-------------------|--|-----|
| | | Feet | Feet | Feet | Feet | In. |
| Bridges: | | | | | | |
| Stone..... | 2 | 28 | 10 | 18 | | |
| Iron..... | 9 | 190 | 11 | 97 | | |
| Wooden..... | 1 | 15 | 15 | 15 | | |
| Combination..... | 1 | 10 | 10 | 10 | | |
| Total..... | 13 | 243 | | | | |
| OVERHEAD HIGHWAY CROSSINGS: | | | | | | |
| Bridges..... | 1 | | | | 15 | 7 |

Gauge of track—4 feet, 8½ inches; 11.22 miles.

TELEGRAPH.

Owned by Company Making this Report.

| TOTAL | | OPERATED BY ANOTHER COMPANY | | |
|---------------|---------------|-----------------------------|---------------|-----------------------------|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire | Name of Operating Company |
| ----- | 22.0 | ----- | 22.0 | Western Union Telegraph Co. |

Winchester and Strasburg Railroad Company

HISTORY

Exact name of common carrier making this report—Winchester and Strasburg Railroad Company.

Date of organization—April 23, 1867.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia. Extra session 1867, chapter 70, passed April 30, 1867.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not a consolidated company.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—Not a reorganized company.

What carrier operates the road of this company?—Operated as a part of the Baltimore and Ohio Railroad Company's system.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-----------------------|-----------------------------|------------------------------------|
| Oscar G. Murray..... | Baltimore, Md..... | } July, 1913. |
| C. W. Rhodes..... | Baltimore, Md..... | |
| James B. Russell..... | Winchester, Va..... | |
| Geo. M. Shriver..... | Baltimore, Md..... | |
| C. W. Woolford..... | Baltimore, Md..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------------------------|-------------------------|--------------------------|
| President..... | Daniel Willard..... | Baltimore, Md. |
| Vice-President..... | H. L. Bond, Jr..... | Baltimore, Md. |
| Secretary..... | C. W. Woolford..... | Baltimore, Md. |
| Treasurer..... | J. V. McNeal..... | Baltimore, Md. |
| Auditor..... | J. L. Kirk..... | Baltimore, Md. |
| General Manager..... | C. W. Galloway..... | Baltimore, Md. |
| Chief Engineer..... | F. L. Stuart..... | Baltimore, Md. |
| General Superintendent..... | F. E. Blaser..... | Baltimore, Md. |
| Division Superintendent..... | G. D. Brooke..... | Winchester, Va. |
| Freight Traffic Manager..... | C. S. Wight..... | Baltimore, Md. |
| Passenger Traffic Manager..... | O. P. McCarty..... | Baltimore, Md. |
| General Freight Agent..... | H. R. Lewis..... | Baltimore, Md. |
| General Passenger Agent..... | G. W. Squiggins..... | Baltimore, Md. |
| Superintendent of Telegraph..... | C. Selden..... | Baltimore, Md. |
| Real Estate Agent..... | J. D. McCubbin, Jr..... | Baltimore, Md. |

Officer to whom correspondence concerning this report should be addressed: Name, J. L. Kirk; title, Auditor; address, Baltimore, Md.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—July 3, 1912.

Date of last closing of stock books before end of year for which this report is made—Do not close.

Total number of stockholders of record—9.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—Baltimore and Ohio Railroad Company.

(c) The manner in which control was established—Ownership of majority capital stock.

(d) The extent of control—99 per cent.

(e) Whether control was direct or indirect—Direct.

ROAD OPERATED—ENTIRE LINE.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|---------------------|-------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Winchester and Strasburg R. R. Co..... | Winchester, Va..... | Strasburg Jct., Va..... | ----- | 19.00 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | ASSIGNMENT | | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------|-------------|---------------------|-------------------------|-----------|
| | | To Railways | To Other Properties | Miles | Amount |
| Capital stock..... | \$ 600,000 | \$ 600,000 | ----- | 19.00 | \$ 31,579 |

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR—ENTIRE LINE.

| ACCOUNT | From Cash or Other Working Assets | Total |
|---------------------------------------|-----------------------------------|-------------|
| Right of way and station grounds..... | \$ 1,047 00 | \$ 1,047 00 |
| Sidings and spur tracks..... | 2,358 95 | 2,358 95 |
| Station buildings and fixtures..... | 1,818 33 | 1,818 33 |
| Total..... | \$ 5,224 28 | \$ 5,224 28 |

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

| ACCOUNT | Expenditures for Additions and Better- ments During the Year | Total Expenditures July 1, 1907, to June 30, 1912 | Total Expenditures July 1, 1907, to June 30, 1913 |
|--|--|---|---|
| I. ROAD: | | | |
| Engineering..... | \$ 5 83 | \$ 1,328 57 | \$ 1,334 40 |
| Right of way and station grounds..... | 1,047 00 | 107 75 | 1,154 75 |
| Real estate..... | | 300 00 | 300 00 |
| Grading..... | 1,018 06 | | 1,018 06 |
| Bridges, trestles and culverts..... | 195 69 | 11,119 43 | 11,315 12 |
| Ties..... | 263 36 | | 263 36 |
| Rails..... | 528 46 | 28 60 | 555 06 |
| Frogs and switches..... | 60 06 | | 60 06 |
| Track fastenings and other material..... | 66 75 | 1 20 | 67 95 |
| Ballast..... | 20 66 | | 20 66 |
| Track laying and surfacing..... | 187 00 | | 187 00 |
| Crossings and signs..... | 15 08 | | 15 08 |
| Station buildings and fixtures..... | 1,818 33 | | 1,818 33 |
| Miscellaneous structures..... | | 235 99 | 235 99 |
| Total..... | \$ 5,224 28 | \$ 13,121 54 | \$ 18,345 82 |
| RECAPITULATION | | | |
| I. Road..... | \$ 5,224 28 | \$ 13,121 54 | \$ 18,345 82 |
| Total—Entire line..... | \$ 5,224 28 | \$ 13,121 54 | \$ 18,345 82 |
| Total—State of Virginia..... | \$ 5,224 28 | \$ 13,121 54 | \$ 18,345 82 |

SUMMARY OF ROAD AND EQUIPMENT.

| ACCOUNT | AMOUNT |
|-------------------------------------|--------------------------------------|
| | Entire Line and State of Virginia |
| INVESTMENT TO JUNE 30, 1907: | |
| Road..... | \$ 612,188 07 |
| Investment since June 30, 1907..... | 18,345 82 |
| Total..... | \$ 630,533 89 |
| Net total..... | \$ 630,533 89 |
| Cost per mile of line..... | 33,185 99 |

INCOME STATEMENT.

| RAILWAY OPERATING INCOME: | | |
|--|---------------|--------------|
| Rail operations—Revenues..... | \$ 121,230 61 | |
| Rail operations—Expenses..... | 88,276 26 | |
| Net revenue—Rail operations..... | | \$ 32,954 35 |
| Net railway operating revenue..... | | \$ 32,954 35 |
| Railway tax accruals..... | | 4,713 96 |
| Railway operating income..... | | \$ 28,240 39 |
| OTHER INCOME: | | |
| Miscellaneous rent income..... | | 61 27 |
| Gross income..... | | \$ 28,301 66 |
| Net income..... | | \$ 28,301 66 |
| DISPOSITION OF NET INCOME: | | |
| Dividend appropriations of income..... | | 24,000 00 |
| Income balance transferred to credit of profit and loss..... | | \$ 4,301 66 |

PROFIT AND LOSS STATEMENT.

| ACCOUNT | Debits | Credits |
|--|-------------|-------------|
| Balance (at beginning of fiscal period)..... | \$ 2,933 14 | |
| Credit balance transferred from income account..... | | \$ 4,301 66 |
| Balance credit (at end of fiscal period) carried to general balance sheet..... | 1,368 52 | |
| Total..... | \$ 4,301 66 | \$ 4,301 66 |

DIVIDENDS DECLARED DURING THE YEAR.

| NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED | RATE PER CENT. | | Par Value of Amount on which Dividend was Declared | DISTRIBUTION OF CHARGE | | DATE | |
|--|----------------|-------|---|------------------------|-----------------|----------|---------|
| | Regular | Extra | | Income | Profit and Loss | Declared | Payable |
| Common stock..... | 4 | ----- | \$ 600,000 | \$ 24,000 00 | ----- | 1913 | 1913 |

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

Advances for Construction, Equipment, and Betterments.

| NAME OF COMPANY | Amount |
|--|--------------|
| Baltimore and Ohio Railroad Company..... | \$ 30,533 89 |

RENTS RECEIVABLE.

Miscellaneous Rent Income.

| DESCRIPTION AND LOCATION OF PROPERTY | NAME OF LESSEE | Gross Rents | Expenses | Amount |
|--------------------------------------|-----------------------------|-------------|----------|-----------------|
| LAND: | | | | |
| Vaughan, Va..... | Wm. Stickley..... | | | \$ 2 00 |
| Mt. Crawford, Va..... | Kaylor Bros..... | | | 5 00 |
| Stephens City, Va..... | Jas. L. Gardner..... | | | 15 00 |
| HOUSE RENTS: | | | | |
| Strasburg Jct., Va..... | Various..... | \$ 60 00 | \$ 27 73 | 32 27 |
| WIRES: | | | | |
| Kernstown, Va..... | Farmers Telephone Asso..... | | | 1 00 |
| Various..... | Various..... | | | 6 00 |
| Total..... | | | | \$ 61 27 |

IMPORTANT CHANGES DURING THE YEAR—STATE OF VIRGINIA.

Sidings:

| | |
|--------------------------|------------|
| Extensions—yard..... | 0.18 |
| Abandoned—yard..... | 0.19 |
| Net decrease..... | .01 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | Increase or Decrease |
|---------------|---|---------------|-------------------------|
| Amount | ASSETS | Amount | |
| | PROPERTY INVESTMENT | | |
| | <i>I. Road and Equipment:</i> | | |
| | Investment to June 30, 1907: | | |
| \$ 612,188 07 | Road..... | \$ 612,188 07 | ..... |
| 13,121 54 | Investment since June 30, 1907: | 18,345 82 | \$ 5,224 28 |
| | Road..... | | |
| \$ 625,309 61 | Total..... | \$ 630,533 89 | \$ 5,224 28 |
| | WORKING ASSETS | | |
| | Miscellaneous accounts receivable..... | \$ 1,368 52 | \$ 1,368 52 |
| | PROFIT AND LOSS | | |
| \$ 2,933 14 | Balance..... | | \$ *2,933 14 |
| \$ 628,242 75 | Grand total..... | \$ 631,902 41 | \$ 3,659 66 |
| | LIABILITIES | | |
| | STOCK | | |
| \$ 600,000 00 | Common stock..... | \$ 600,000 00 | ..... |
| | MORTGAGE, BONDED AND SECURED DEBT | | |
| \$ 25,309 61 | Obligations for advances received for con- struction, equipment and betterments..... | \$ 30,533 89 | \$ 5,224 28 |
| | WORKING LIABILITIES | | |
| 2,933 14 | Working advances due to other companies.. | | \$ *2,933 14 |
| | PROFIT AND LOSS | | |
| | Balance..... | \$ 1,368 52 | \$ 1,368 52 |
| \$ 628,242 75 | Grand total..... | \$ 631,902 41 | \$ 3,659 66 |

*Decrease.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

| COMMODITY | Freight Originating on this Road | Freight Received from Connecting Roads and Other Carriers | TOTAL FREIGHT TONNAGE | |
|--|-------------------------------------|---|--------------------------|-----------|
| | Whole Tons | Whole Tons | Whole Tons | Per Cent. |
| <i>Products of Agriculture:</i> | | | | |
| Grain..... | 82 | 32,780 | 32,862 | 9.59 |
| Flour..... | 1,672 | 7,108 | 8,780 | 2.56 |
| Other mill products..... | 112 | 2,147 | 2,259 | .66 |
| Hay..... | 631 | 2,337 | 2,968 | .87 |
| Tobacco..... | 15 | ----- | 15 | ----- |
| Cotton..... | ----- | 30 | 30 | .01 |
| Fruit and vegetables..... | 3,995 | 3,972 | 7,967 | 2.33 |
| Other products of agriculture..... | 64 | 1,845 | 1,909 | .56 |
| Total..... | 6,571 | 50,219 | 56,790 | 16.58 |
| <i>Products of Animals:</i> | | | | |
| Live stock..... | 589 | 12,650 | 13,239 | 3.86 |
| Dressed meats..... | 25 | 416 | 441 | .13 |
| Other packing-house products..... | ----- | 658 | 658 | .19 |
| Poultry, game and fish..... | ----- | 711 | 711 | .21 |
| Wool..... | 22 | 42 | 64 | .02 |
| Hides and leather..... | ----- | 3,112 | 3,112 | .91 |
| Other products of animals..... | ----- | 1,547 | 1,547 | .45 |
| Total..... | 636 | 19,136 | 19,772 | 5.77 |
| <i>Products of Mines:</i> | | | | |
| Anthracite coal..... | ----- | 3,652 | 3,652 | 1.07 |
| Bituminous coal..... | ----- | 61,360 | 61,360 | 17.92 |
| Coke..... | ----- | 3,350 | 3,350 | .98 |
| Ores..... | ----- | 621 | 621 | .18 |
| Stone, sand and other like articles..... | 447 | 7,716 | 8,163 | 2.38 |
| Other products of mines..... | 8 | 2,799 | 2,807 | .82 |
| Total..... | 455 | 79,498 | 79,953 | 23.35 |
| <i>Products of Forests:</i> | | | | |
| Lumber..... | 2,263 | 34,358 | 36,621 | 10.69 |
| Other products of forests..... | 442 | 8,219 | 8,661 | 2.53 |
| Total..... | 2,705 | 42,577 | 45,282 | 13.22 |
| <i>Manufactures:</i> | | | | |
| Petroleum and other oils..... | 43 | 1,388 | 1,431 | .42 |
| Sugar..... | 19 | 3,959 | 3,978 | 1.16 |
| Naval stores..... | ----- | 1,425 | 1,425 | .42 |
| Iron, pig and bloom..... | 30 | 766 | 796 | .23 |
| Iron and steel rails..... | ----- | 2,592 | 2,592 | .76 |
| Other castings and machinery..... | 47 | 5,403 | 5,450 | 1.59 |
| Bar and sheet metal..... | ----- | 4,168 | 4,168 | 1.22 |
| Cement, brick and lime..... | 47,844 | 11,852 | 59,696 | 17.43 |
| Agricultural implements..... | ----- | 913 | 913 | .27 |
| Wagons, carriages, tools, etc..... | ----- | 353 | 353 | .10 |
| Wines, liquors and beers..... | 15 | 252 | 267 | .08 |
| Household goods and furniture..... | 16 | 176 | 192 | .05 |
| Other manufactures..... | 27 | 17,823 | 17,850 | 5.21 |
| Total..... | 48,041 | 51,070 | 99,111 | 28.94 |
| Merchandise..... | 2,351 | 17,232 | 19,583 | 5.72 |
| Miscellaneous: Other commodities not men- tioned above..... | 780 | 21,213 | 21,973 | 6.42 |
| Total tonnage—Entire line..... | 61,519 | 280,945 | 342,464 | 100.00 |

ACCIDENTS TO PERSONS—STATE OF VIRGINIA.

A. Accidents Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | |
|---|-------------------|---------|--------|---------|
| | TRAINMEN | | TOTAL | |
| | Killed | Injured | Killed | Injured |
| Jumping on or off trains, locomotives, or cars..... | ----- | 1 | ----- | 1 |
| Other causes..... | ----- | 2 | ----- | 2 |
| Total..... | ----- | 3 | ----- | 3 |

Average number employed during year: Trainmen, 15; switch tenders, crossing tenders and watchmen, 3; stationmen, 13; trackmen, 27; telegraph employees, 2; other employees, 4; total, 64.

| KIND OF ACCIDENT | PASSENGERS | | OTHER PERSONS | | | | | |
|--|------------|---------|---------------|---------|-----------------|---------|--------|---------|
| | | | TRESPASSING | | NOT TRESPASSING | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Falling from trains, locomotives, or cars..... | ----- | ----- | 1 | ----- | ----- | ----- | 1 | ----- |
| Struck by trains, locomotives, or cars— | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| At stations..... | ----- | 1 | ----- | 1 | ----- | ----- | ----- | 1 |
| Total..... | ----- | 1 | 1 | 1 | ----- | ----- | 1 | 1 |

B. Accidents Arising from Causes other than those Resulting from the Movement of Trains, Locomotives, or Cars.

| KIND OF ACCIDENT | RAILWAY EMPLOYEES | | | | | |
|-----------------------------|-------------------|---------|-----------------|---------|--------|---------|
| | TRACKMEN | | OTHER EMPLOYEES | | TOTAL | |
| | Killed | Injured | Killed | Injured | Killed | Injured |
| Handling supplies, etc..... | ----- | ----- | ----- | 2 | ----- | 2 |

| SUMMARY | | TOTAL | |
|------------------------|-------|--------|---------|
| | | Killed | Injured |
| TABLE A: | | | |
| Railway employees..... | ----- | ----- | 3 |
| Passengers..... | ----- | ----- | 1 |
| Other persons..... | ----- | 1 | 1 |
| TABLE B: | | | |
| Railway employees..... | ----- | ----- | 2 |
| Grand total..... | ----- | 1 | 7 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT | | PROFILE | | | | | | | |
|-------------------------------|-------------------------|-------|------------------|--|----------------------------------|------------------|---------------------------|--|-------------------|----------------------------|---|-------|
| From | To | Miles | Number of Curves | Aggregate Length of Curved Lane Miles | Length of Straight Lane Miles | ASCENDING GRADES | | | DESCENDING GRADES | | | |
| | | | | | | Number | Sum of Ascents Feet | Aggregate Length of Ascending Grades Miles | Number | Sum of Descents Feet | Aggregate Length of Descending Grades Miles | |
| Winchester, Va.----- | Strasburg Jct., Va.---- | 19.00 | 25 | 6.90 | 12.10 | ----- | 1 | 96.0 | 8.53 | 2 | 142.0 | 10.47 |

CHARACTERISTICS OF ROAD—STATE OF VIRGINIA—CONTINUED.

Bridges, Trestles, Tunnels, Etc.

| ITEM | Number | AGGREGATE LENGTH | MINIMUM LENGTH | MAXIMUM LENGTH |
|------------------|--------|---------------------|-------------------|-------------------|
| | | Feet | Feet | Feet |
| BRIDGES: | | | | |
| Iron..... | 18 | 727 | 10 | 264 |
| Wooden..... | 3 | 38 | 10 | 15 |
| Combination..... | 3 | 89 | 18 | 39 |
| Total..... | 24 | 854 | | |
| Trestles..... | 6 | 961 | 34 | 350 |

Gauge of track—4 feet, 8½ inches; 19.00 miles.

TELEGRAPH.

Owned by Company Making this Report.

| TOTAL | | OPERATED BY ANOTHER COMPANY | | |
|---------------|---------------|-----------------------------|---------------|-----------------------------|
| Miles of Line | Miles of Wire | Miles of Line | Miles of Wire | Name of Operating Company |
| ----- | 38.0 | ----- | 38.0 | Western Union Telegraph Co. |

STATISTICAL TABLES

Steam Railroads

TABLE No. 1—MILEAGE

| Number | NAME OF COMPANY | MILEAGE | |
|--------|---|--------------|--------------|
| | | MAIN LINE | |
| | | Single Track | Second Track |
| 1 | Atlantic Coast Line R. R. Co..... | 107.80 | 15.67 |
| 2 | Atlantic and Danville Ry. Co., The..... | 233.31 | |
| 3 | Big Sandy and Cumberland R. R. Co..... | 18.50 | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | 4.50 | |
| 5 | Cape Charles R. R. Co..... | 9.52 | |
| 6 | Carolina, Clinchfield and Ohio Ry..... | 51.83 | |
| 7 | Chesapeake and Ohio Ry. Co., The..... | 537.30 | 122.30 |
| 8 | Chesapeake and Western R. R. Co..... | 26.67 | |
| 9 | Chesapeake Western Ry..... | 13.96 | |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | 9.19 | |
| 11 | Danville and Western Ry. Co..... | 70.37 | |
| 12 | Delaware, Maryland and Virginia R. R. Co..... | .66 | |
| 13 | Franklin and Pittsylvania R. R. Co..... | 29.90 | |
| 14 | Interstate R. R. Co..... | 22.29 | |
| 15 | Laurel Ry. Co..... | 4.47 | |
| 16 | Louisville and Nashville R. R. Co..... | 66.11 | |
| 17 | Marion and Rye Valley Ry. Co..... | 18.10 | |
| 18 | Nelson and Albemarle Ry. Co..... | 10.80 | |
| 19 | New River, Holston and Western R. R. Co..... | 20.60 | |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 59.00 | 41.83 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co..... | 12.14 | |
| 22 | Norfolk Southern R. R. Co..... | 67.09 | 1.78 |
| 23 | Norfolk Terminal Ry. Co..... | .45 | .45 |
| 24 | Norfolk and Western Ry. Co..... | 953.89 | 178.34 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co..... | 37.60 | |
| 26 | Potomac R. R. Co..... | 1.10 | 1.10 |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co..... | 78.65 | 79.04 |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co..... | 1.21 | |
| 29 | Richmond and Mecklenburg R. R. Co..... | 31.30 | |
| 30 | Roaring Fork R. R. Co..... | 1.62 | |
| 31 | Rosslyn Connecting R. R. Co..... | 2.69 | |
| 32 | Seaboard Air Line Ry..... | 157.50 | |
| 33 | Southern Ry. Co..... | 420.32 | 126.20 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | 28.10 | |
| 35 | Tidewater and Western R. R. Co..... | 89.14 | |
| 36 | Valley Railroad Company of Virginia..... | 62.12 | |
| 37 | Virginia-Carolina Ry. Co..... | 27.63 | |
| 38 | Virginia and Kentucky Ry. Co..... | 4.20 | |
| 39 | Virginia Southern R. R. Co..... | 12.00 | |
| 40 | Virginia and Southwestern Ry. Co..... | 98.21 | |
| 41 | Virginian Ry. Co., The..... | 329.66 | |
| 42 | Virginian Terminal Ry. Co., The..... | 1.75 | |
| 43 | Washington Southern Ry. Co..... | 31.04 | 31.04 |
| 44 | Winchester and Potomac R. R. Co..... | 11.22 | |
| 45 | Winchester and Strasburg R. R. Co..... | 19.00 | |
| | Total..... | 3,794.56 | 596.65 |

Total length of railroad (single track) 4,431.77.

Decrease from 1912, of 85.67 miles, or 1.90 per cent., 43.69 miles single track Norfolk Southern Railroad, included with electric railways in 1913.

53.27 miles single track Bluemont Branch Southern Railway, leased to Washington and Old Dominion Railway and operated by that company as an electric road in 1913.

98.68 per cent. of entire line laid with steel rails.

1.32 per cent. of entire line laid with iron rails.

OWNED BY RAILROADS IN VIRGINIA.

| MILEAGE | | | | | TOTAL | LAID WITH | | Number |
|-------------|--------------|-------------------|--------------------|-------------------|----------|------------|-------------|--------|
| MAIN LINE | | | BRANCHES AND SPURS | | | Iron Rails | Steel Rails | |
| Third Track | Fourth Track | Yards and Sidings | Single Track | Yards and Sidings | | | | |
| | | 64.81 | 36.08 | .36 | 224.72 | 6.67 | 218.05 | 1 |
| | | 37.67 | 22.25 | | 293.23 | | 293.23 | 2 |
| | | | | | 18.50 | | 18.50 | 3 |
| | | | | | 4.50 | | 4.50 | 4 |
| | | 1.67 | | | 11.19 | | 11.19 | 5 |
| | | 23.12 | 12.56 | 3.90 | 91.46 | | 91.46 | 6 |
| | | 321.20 | 144.70 | 16.40 | 1,141.80 | | 1,141.80 | 7 |
| | | 1.05 | | | 27.72 | | 27.72 | 8 |
| | | 1.44 | | | 15.40 | | 15.40 | 9 |
| | | 2.71 | | | 11.90 | | 11.90 | 10 |
| | | 6.15 | | | 76.52 | | 76.52 | 11 |
| | | .72 | | | 1.38 | | 1.38 | 12 |
| | | 1.21 | | | 31.11 | | 31.11 | 13 |
| | | 3.47 | 12.72 | 1.51 | 39.99 | | 39.99 | 14 |
| | | .17 | | | 4.64 | | 4.64 | 15 |
| | | 17.00 | 1.99 | .49 | 85.59 | | 85.59 | 16 |
| | | 1.00 | | | 19.10 | | 19.10 | 17 |
| | | .69 | | | 11.49 | | 11.49 | 18 |
| | | 1.00 | | | 21.60 | | 21.60 | 19 |
| | | 42.39 | | 13.76 | 156.98 | | 156.98 | 20 |
| | | 16.36 | | | 28.50 | | 28.50 | 21 |
| | | 21.97 | .48 | | 91.32 | | 91.32 | 22 |
| | | 1.66 | | | 2.56 | | 2.56 | 23 |
| 3.20 | | 561.93 | 210.34 | | 1,907.70 | | 1,907.70 | 24 |
| | | 2.43 | | | 40.03 | 28.03 | 12.00 | 25 |
| | | | | | 2.20 | | 2.20 | 26 |
| | | 67.51 | 4.77 | 1.55 | 230.52 | | 230.52 | 27 |
| | | | | | 1.21 | | 1.21 | 28 |
| | | 3.20 | | | 34.50 | | 34.50 | 29 |
| | | | | | 1.62 | | 1.62 | 30 |
| | | 1.42 | | | 4.11 | | 4.11 | 31 |
| | | 80.46 | | | 237.96 | 7.98 | 229.98 | 32 |
| 7.28 | | 160.52 | 147.05 | 53.13 | 914.50 | 33.26 | 881.24 | 33 |
| | | 3.50 | 39.00 | 2.00 | 72.60 | | 72.60 | 34 |
| | | 8.61 | 3.40 | | 101.15 | 14.51 | 86.64 | 35 |
| | | 10.26 | | | 72.38 | | 72.38 | 36 |
| | | 2.35 | 1.87 | | 31.85 | | 31.85 | 37 |
| | | .20 | | | 4.40 | | 4.40 | 38 |
| | | | | | 12.00 | | 12.00 | 39 |
| | | 52.04 | | | 150.25 | | 150.25 | 40 |
| | | 94.05 | | | 423.71 | | 423.71 | 41 |
| | | 27.77 | | | 29.52 | | 29.52 | 42 |
| 3.02 | 3.02 | 68.97 | | | 137.09 | | 137.09 | 43 |
| | | 2.22 | | | 13.44 | | 13.44 | 44 |
| | | 3.62 | | | 22.62 | | 22.62 | 45 |
| 13.50 | 3.02 | 1,718.52 | 637.21 | 93.10 | 6,856.56 | 90.45 | 6,766.11 | |

TABLE No. 2—TOTAL AND AVERAGE MILEAGE

| Number | NAME OF COMPANY | MAIN LINE | | | | |
|--------|---|--------------|--------------|-------------|--------------|-------------------|
| | | Single Track | Second Track | Third Track | Fourth Track | Yards and Sidings |
| 1 | Atlantic Coast Line R. R. Co. | 107.80 | 15.67 | | | 64.81 |
| 2 | a Atlantic and Danville Ry. Co., The | | | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 18.50 | | | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 4.50 | | | | |
| 5 | Cape Charles R. R. Co. | 9.52 | | | | 1.67 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 51.88 | | | | 23.12 |
| 7 | Chesapeake and Ohio Ry. Co., The | 537.30 | 122.20 | | | 321.30 |
| 8 | b Chesapeake and Western R. R. Co. | | | | | |
| 9 | Chesapeake Western Ry. | 13.96 | | | | 1.44 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 9.19 | | | | 2.71 |
| 11 | Danville and Western Ry. Co. | 70.37 | | | | 6.15 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | .66 | | | | .72 |
| 13 | a Franklin and Pittsylvania R. R. Co. | | | | | |
| 14 | Interstate R. R. Co. | 22.29 | | | | 3.47 |
| 15 | Laurel Ry. Co. | 4.47 | | | | .17 |
| 16 | Louisville and Nashville R. R. Co. | 66.11 | | | | 17.00 |
| 17 | Marion and Rye Valley Ry. Co. | 18.10 | | | | 1.00 |
| 18 | Nelson and Albemarle Ry. Co. | 10.80 | | | | .69 |
| 19 | New River, Holston and Western R. R. Co. | 20.60 | | | | 1.00 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 59.00 | 41.83 | | | 42.39 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 12.14 | | | | 16.36 |
| 22 | c Norfolk Southern R. R. Co. | 67.09 | 1.78 | | | 21.97 |
| 23 | Norfolk Terminal Ry. Co. | .45 | .45 | | | 1.66 |
| 24 | Norfolk and Western Ry. Co. | 953.89 | 178.34 | 3.20 | | 561.93 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 37.60 | | | | 2.43 |
| 26 | d Potomac R. R. Co. | | | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 78.65 | 78.04 | | | 67.51 |
| 28 | e Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | | | | |
| 29 | a Richmond and Mecklenburg R. R. Co. | | | | | |
| 30 | Roaring Fork R. R. Co. | 1.62 | | | | |
| 31 | Roslyn Connecting R. R. Co. | 2.69 | | | | 1.42 |
| 32 | Seaboard Air Line Ry. | 157.50 | | | | 80.46 |
| 33 | k Southern Ry. Co. | 420.32 | 126.20 | 7.28 | | 190.52 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 28.10 | | | | 3.50 |
| 35 | Tidewater and Western R. R. Co. | 89.14 | | | | 8.61 |
| 36 | Valley Railroad Company of Virginia | 62.12 | | | | 10.26 |
| 37 | f Virginia Air Line Ry. Co. | | | | | |
| 38 | Virginia-Carolina Ry. Co. | 27.63 | | | | 2.35 |
| 39 | g Virginia-Carolina and Southern Ry. Co. | | | | | |
| 40 | Virginia and Kentucky Ry. Co. | 4.20 | | | | .20 |
| 41 | Virginia Southern R. R. Co. | 12.00 | | | | |
| 42 | Virginia and Southwestern Ry. Co. | 98.21 | | | | 52.04 |
| 43 | Virginian Ry. Co., The | 329.66 | | | | 94.05 |
| 44 | h Virginian Terminal Ry. Co., The | | | | | |
| 45 | Washington Southern Ry. Co. | 31.04 | 31.04 | 3.02 | 3.02 | 66.97 |
| 46 | Winchester and Potomac R. R. Co. | 11.22 | | | | 2.22 |
| 47 | Winchester and Strasburg R. R. Co. | 19.00 | | | | 3.62 |
| | Total | 3,469.32 | 595.55 | 13.50 | 3.02 | 1,647.62 |

aIncluded with Southern Railway Company.

bIncluded with Chesapeake Western Railway.

c46.71 miles electric division included in statistical tables of electric railways for year 1913.

dIncluded with Washington Southern Railway Company

eIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

fIncluded with The Chesapeake and Ohio Railway Company.

gIncluded with Virginia-Carolina Railway.

hIncluded with The Virginian Railway Company.

i53.27 miles Bluemont Branch leased to Washington and Old Dominion Railway and included in mileage table of electric railways for year 1913.

OPERATED BY STEAM RAILROADS IN VIRGINIA.

| BRANCHES AND SPURS | | Line of Pro- prietary Com- panies | LINE OPERATED UNDER LEASE | | LINE OPERATED UNDER CONTRACT | | Line Operated Under Track- age Rights | Total Mileage Operated | Number |
|-----------------------|-------------------------|---|------------------------------|-------------------------|------------------------------------|-------------------------|--|------------------------------|--------|
| Single Track | Yards and Sidings | | Single Track | Yards and Sidings | Single Track | Yards and Sidings | | | |
| 32.93 | .36 | | | | | | | 221.57 | 1 |
| | | | | | | | | 18.50 | 2 |
| | | | | | | | | 4.50 | 3 |
| | | | | | | | 2.70 | 13.89 | 4 |
| 12.56 | 3.90 | | | | | | 8.45 | 99.91 | 5 |
| 139.70 | 16.40 | | 9.00 | 2.00 | 4.00 | .60 | 173.70 | 1,326.10 | 6 |
| | | | | | | | | | 7 |
| | | | 26.67 | 1.05 | | | .33 | 43.45 | 8 |
| | | | | | | | | 11.90 | 9 |
| | | | | | | | 5.00 | 81.52 | 10 |
| | | | | | | | | 1.38 | 11 |
| | | | | | | | | | 12 |
| 12.72 | 1.51 | | | | | | | 39.99 | 13 |
| | | | | | | | | 4.64 | 14 |
| 1.99 | .49 | | | | | | 28.36 | 113.95 | 15 |
| | | | | | | | | 19.10 | 16 |
| | | | | | 4.98 | | | 16.47 | 17 |
| | | | | | | | | 21.60 | 18 |
| | | | | | | | | 157.30 | 19 |
| | 13.76 | | | | | .32 | | | 20 |
| | | | 1.85 | .21 | | | | 30.56 | 21 |
| .48 | | | | | | | 7.82 | 99.14 | 22 |
| 210.34 | | | | | | | 2.56 | 1,907.70 | 23 |
| | | | | | | | | 40.03 | 24 |
| | | | | | | | | | 25 |
| 4.77 | 1.55 | | | | 5.76 | 1.60 | | 237.88 | 26 |
| | | | | | | | | | 27 |
| | | | | | | | | | 28 |
| | | | | | | | 10.46 | 12.08 | 29 |
| | | | | | | | .64 | 4.75 | 30 |
| 137.65 | 58.13 | | 306.74 | 52.84 | | | | 237.96 | 31 |
| | | | | | | | 40.15 | 1,304.83 | 32 |
| 39.00 | 2.00 | | | | | | | 72.60 | 33 |
| 3.40 | | | | | | | | 101.15 | 34 |
| | | | | | | | | 72.38 | 35 |
| | | | | | | | | | 36 |
| .27 | | | | | | | 2.00 | 32.25 | 37 |
| | | | | | | | | | 38 |
| | | | | | | | .60 | 5.00 | 39 |
| | | | | | | | | 12.00 | 40 |
| | | | | | | | 55.85 | 206.10 | 41 |
| | | | 1.75 | 27.77 | | | 5.08 | 458.31 | 42 |
| | | | | | | | | | 43 |
| | | 2.20 | | | | | | 139.29 | 44 |
| | | | | | | | | 13.44 | 45 |
| | | | | | | | | 22.62 | 46 |
| 595.81 | 93.10 | 2.20 | 346.01 | 83.87 | 14.74 | 2.52 | 341.14 | 7,208.40 | 47 |

Average mileage operated in Virginia is 17.54 per cent. of total mileage operated, a decrease of 47-100 of 1 per cent. from 1912.

Decrease in average mileage operated in Virginia from 1912 is 84.40, or 1.79 per cent.

TABLE No. 2—TOTAL AND AVERAGE MILEAGE OPERATED BY STEAM RAILROADS IN VIRGINIA—CONTINUED.

| Number | NAME OF COMPANY | AVERAGE MILEAGE OPERATED SINGLE TRACK | |
|--------|--|---|----------------|
| | | Virginia | Entire Line |
| 1 | Atlantic Coast Line R. R. Co..... | 140.33 | 4,611.47 |
| 2 | Atlantic and Danville Ry. Co., The..... | | |
| 3 | Big Sandy and Cumberland R. R. Co..... | 18.50 | 26.80 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | 4.50 | 4.80 |
| 5 | Cape Charles R. R. Co..... | 12.20 | 12.20 |
| 6 | Carolina, Clinchfield and Ohio Ry..... | 72.89 | 248.23 |
| 7 | Chesapeake and Ohio Ry. Co., The..... | 781.50 | 2,319.00 |
| 8 | Chesapeake and Western R. R. Co..... | | |
| 9 | Chesapeake Western Ry..... | 40.96 | 40.96 |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | 9.18 | 33.66 |
| 11 | Danville and Western Ry. Co..... | 75.37 | 63.00 |
| 12 | Delaware, Maryland and Virginia R. R. Co..... | .66 | 97.64 |
| 13 | Franklin and Pittsylvania R. R. Co..... | | |
| 14 | Interstate R. R. Co..... | 35.01 | 35.01 |
| 15 | Laurel Ry. Co..... | 4.47 | 18.00 |
| 16 | Louisville and Nashville R. R. Co..... | 81.15 | 4,819.86 |
| 17 | Marion and Rye Valley Ry. Co..... | 18.10 | 18.10 |
| 18 | Nelson and Albemarle Ry. Co..... | 16.82 | 16.82 |
| 19 | New River, Holston and Western R. R. Co..... | 20.60 | 20.60 |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 95.00 | 112.00 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co..... | 13.99 | 13.99 |
| 22 | Norfolk Southern R. R. Co..... | 75.03 | 569.11 |
| 23 | Norfolk Terminal Ry. Co..... | .45 | .45 |
| 24 | Norfolk and Western Ry. Co..... | 1,154.56 | 2,022.85 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co..... | 37.60 | 37.60 |
| 26 | Potomac R. R. Co..... | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co..... | 87.68 | 87.68 |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co..... | | |
| 29 | Richmond and Mecklenburg R. R. Co..... | | |
| 30 | Roaring Fork R. R. Co..... | 12.08 | 12.08 |
| 31 | Roslyn Connecting R. R. Co..... | 3.14 | 3.14 |
| 32 | Seaboard Air Line Ry..... | 157.50 | 3,073.58 |
| 33 | Southern Ry. Co..... | 904.88 | 7,035.61 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | 28.10 | 28.10 |
| 35 | Tidewater and Western R. R. Co..... | 92.54 | 92.54 |
| 36 | Valley Railroad Company of Virginia..... | 62.12 | 62.12 |
| 37 | Virginia Air Line Ry. Co..... | | |
| 38 | Virginia-Carolina Ry. Co..... | 29.90 | 29.90 |
| 39 | Virginia-Carolina and Southern Ry. Co..... | | |
| 40 | Virginia and Kentucky Ry. Co..... | 4.80 | 4.80 |
| 41 | Virginia Southern R. R. Co..... | 12.00 | 12.00 |
| 42 | Virginia and Southwestern Ry. Co..... | 135.29 | 240.14 |
| 43 | Virginian Ry. Co., The..... | 333.54 | 491.13 |
| 44 | Virginian Terminal Ry. Co., The..... | | |
| 45 | Washington Southern Ry. Co..... | 32.14 | 35.57 |
| 46 | Winchester and Potomac R. R. Co..... | 11.22 | 31.43 |
| 47 | Winchester and Strasburg R. R. Co..... | 19.00 | 19.00 |
| | Total..... | 4,634.78 | 26,430.67 |

References will be found on page 874.

TABLE No. 3—NEW LINE CONSTRUCTED DURING YEAR BY STEAM RAILROADS IN VIRGINIA.

| Number | NAME OF COMPANY | First Track | Second Track | Third Track | Yards and Sidings | TOTAL | Number |
|--------|--|-------------|--------------|-------------|-------------------|--------|--------|
| 1 | Atlantic Coast Line R. R. Co..... | 1.44 | ----- | ----- | .46 | 1.90 | 1 |
| 2 | Chesapeake and Ohio Ry. Co., The.... | ----- | ----- | ----- | 2.30 | 2.30 | 2 |
| 3 | Chesapeake Western Ry..... | ----- | ----- | ----- | .04 | .04 | 3 |
| 4 | Cumberland Valley and Martinsburg R. R. Co..... | ----- | ----- | ----- | .01 | .01 | 4 |
| 5 | Danville and Western Ry. Co..... | ----- | ----- | ----- | .15 | .15 | 5 |
| 6 | New York, Philadelphia and Norfolk R. R. Co..... | ----- | 14.54 | ----- | 2.22 | 16.76 | 6 |
| 7 | Norfolk and Portsmouth Belt Line R. R. Co..... | ----- | ----- | ----- | .52 | .52 | 7 |
| 8 | Norfolk Southern R. R. Co..... | ----- | ----- | ----- | 2.06 | 2.06 | 8 |
| 9 | Norfolk Terminal Ry. Co..... | .10 | .10 | ----- | .29 | .49 | 9 |
| 10 | Norfolk and Western Ry. Co..... | 12.82 | 26.90 | ----- | 35.43 | 75.15 | 10 |
| 11 | Potomac, Fredericksburg and Piedmont R. R. Co..... | ----- | ----- | ----- | .32 | .32 | 11 |
| 12 | Rosslyn Connecting Railroad Co..... | ----- | ----- | ----- | .04 | .04 | 12 |
| 13 | Seaboard Air Line Ry..... | ----- | ----- | ----- | 1.88 | 1.88 | 13 |
| 14 | Southern Ry. Co..... | ----- | ----- | ----- | 7.25 | 7.25 | 14 |
| 15 | Valley Railroad Company of Virginia..... | ----- | ----- | ----- | .01 | .01 | 15 |
| 16 | Winchester and Potomac R. R. Co..... | ----- | ----- | ----- | .21 | .21 | 16 |
| 17 | Winchester and Strasburg R. R. Co..... | ----- | ----- | ----- | .18 | .18 | 17 |
| | Total..... | 14.36 | 41.54 | ----- | 53.37 | 109.27 | |

Miles.

| | |
|--------------------------------------|-------|
| Increase over 1912—Single track..... | .33 |
| Second track..... | 11.46 |
| Yards and sidings..... | 13.77 |
| Decrease from 1912—Third track..... | 3.20 |
| Total increase..... | 22.36 |

TABLE No. 4—CAPITAL STOCK

| Number | NAME OF COMPANY | SHARES AUTHORIZED | | Par Value— Whole Dollars |
|--------|--|-------------------|-----------|-----------------------------|
| | | Common | Preferred | |
| 1 | Atlantic Coast Line R. R. Co..... | 998,015 | 1,885 | \$ 100 |
| 2 | Atlantic and Danville Ry. Co., The..... | 25,000 | 1,008 | 100 |
| 3 | Big Sandy and Cumberland R. R. Co..... | 1,000 | ----- | 100 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | 400 | 100 | 100 |
| 5 | Cape Charles R. R. Co..... | 6,000 | ----- | 50 |
| 6 | Carolina, Clinchfield and Ohio Ry..... | 250,000 | 120,000 | 100 |
| 7 | Chesapeake and Ohio Ry. Co., The..... | 60,000 | 250,000 | 100 |
| 8 | b Chesapeake and Western R. R. Co..... | 50,000 | 50,000 | 100 |
| 9 | b Chesapeake Western Ry..... | 50,000 | 50,000 | 100 |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | 7,000 | ----- | 100 |
| 11 | Danville and Western Ry. Co..... | 3,688 | ----- | 100 |
| 12 | Delaware, Maryland and Virginia R. R. Co..... | 21,217 | ----- | 25 |
| 13 | Franklin and Pittsylvania R. R. Co..... | 2,000 | ----- | 100 |
| 14 | Interstate R. R. Co..... | 15,000 | ----- | 100 |
| 15 | Laurel Ry. Co..... | 1,000 | ----- | 100 |
| 16 | Louisville and Nashville R. R. Co..... | 720,000 | ----- | 100 |
| 17 | Marion and Rye Valley Ry. Co..... | 1,000 | ----- | 100 |
| 18 | Nelson and Albemarle Ry. Co..... | 2,500 | ----- | 100 |
| 19 | New River, Holston and Western R. R. Co..... | 2,000 | ----- | 50 |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 50,000 | ----- | 50 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co..... | 5,000 | ----- | 100 |
| 22 | Norfolk Southern R. R. Co..... | 160,000 | ----- | 100 |
| 23 | Norfolk Terminal Ry. Co..... | 1,500 | ----- | 100 |
| 24 | Norfolk and Western Ry. Co..... | 1,500,000 | 230,000 | 100 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co..... | 14,600 | ----- | 100 |
| 26 | Potomac R. R. Co..... | 20,000 | ----- | 100 |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co..... | 39,704 | 5,004 | 100 |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co..... | 5,000 | ----- | 100 |
| 29 | Richmond and Mecklenburg R. R. Co..... | 3,627 | ----- | 100 |
| 30 | Roaring Fork R. R. Co..... | 1,500 | ----- | 100 |
| 31 | Rosslyn Connecting R. R. Co..... | 2,000 | ----- | 50 |
| 32 | Seaboard Air Line Ry..... | 750,000 | 250,000 | 100 |
| 33 | Southern Ry. Co..... | 2,900,000 | 600,000 | 100 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | 5,000 | ----- | 100 |
| 35 | Tidewater and Western R. R. Co..... | 5,000 | ----- | 100 |
| 36 | Valley Railroad Company of Virginia..... | 32,000 | ----- | 100 |
| 37 | Virginia-Carolina Ry. Co..... | 10,000 | ----- | 100 |
| 38 | Virginia and Kentucky Ry. Co..... | 80,000 | ----- | 100 |
| 39 | Virginia Southern R. R. Co..... | 250 | ----- | 100 |
| 40 | Virginia and Southwestern Ry. Co..... | 20,000 | ----- | 100 |
| 41 | Virginian Ry. Co., The..... | 360,000 | 290,000 | 100 |
| 42 | Virginian Terminal Ry. Co., The..... | 5,000 | ----- | 100 |
| 43 | Washington Southern Ry. Co..... | 80,000 | ----- | 50 |
| 44 | Winchester and Potomac R. R. Co..... | 7,200 | ----- | 25 |
| 45 | Winchester and Strasburg R. R. Co..... | 6,000 | ----- | 100 |
| | Total..... | 8,279,199 | 1,848,097 | ----- |

a This amount represents the maximum authorized issue of the Chesapeake and Ohio Railway Company of Indiana; the maximum authorized issue of the Chesapeake and Ohio Railway Company is unlimited.

b These companies can issue both common and preferred stock until maximum authorized by their charters are reached respectively. Chesapeake and Western Railroad Company 100,000 shares, and Chesapeake Western Railway 100,000 shares.

c Covers passenger terminals at Norfolk.

d Of this amount \$1,794,300 is called "Dividend Obligations."

e Includes terminals and piers at Sewell's Point.

68.21 per cent. common stock authorized is now outstanding.

79.71 per cent. preferred stock authorized is now outstanding.

OF STEAM RAILROADS.

| TOTAL PAR VALUE AUTHORIZED | | TOTAL PAR VALUE ISSUED AND OUTSTANDING | | TOTAL PAR VALUE HELD BY RESPONDENT IN TREASURY | | Number |
|----------------------------|----------------|--|----------------|--|--------------|--------|
| Common | Preferred | Common | Preferred | Common | Preferred | |
| \$ 99,801,500 | \$ 198,500 | \$ 68,557,200 | \$ 198,500 | ----- | ----- | 1 |
| 2,500,000 | 100,800 | 2,180,000 | ----- | ----- | ----- | 2 |
| 100,000 | ----- | 50,000 | ----- | ----- | ----- | 3 |
| 40,000 | 10,000 | 40,000 | 10,000 | ----- | ----- | 4 |
| 300,000 | ----- | 131,000 | ----- | ----- | ----- | 5 |
| 25,000,000 | 12,000,000 | 25,000,000 | 10,000,000 | ----- | ----- | 6 |
| 6,000,000 | 25,000,000 | 62,793,800 | 3,200 | \$ 11,000 | ----- | 7 |
| 5,000,000 | 5,000,000 | 533,500 | 28,725 | ----- | ----- | 8 |
| 5,000,000 | 5,000,000 | 811,200 | 608,400 | ----- | ----- | 9 |
| 700,000 | ----- | 700,000 | ----- | ----- | ----- | 10 |
| 368,600 | ----- | 368,600 | ----- | ----- | ----- | 11 |
| 530,425 | ----- | 454,592 | ----- | ----- | ----- | 12 |
| 200,000 | ----- | 200,000 | ----- | ----- | ----- | 13 |
| 1,500,000 | ----- | 1,184,000 | ----- | ----- | ----- | 14 |
| 100,000 | ----- | 100,000 | ----- | ----- | ----- | 15 |
| 72,000,000 | ----- | 71,963,800 | ----- | ----- | ----- | 16 |
| 100,000 | ----- | 100,000 | ----- | ----- | ----- | 17 |
| 250,000 | ----- | 250,000 | ----- | ----- | ----- | 18 |
| 100,000 | ----- | 51,000 | ----- | ----- | ----- | 19 |
| 2,500,000 | ----- | 2,500,000 | ----- | ----- | ----- | 20 |
| 500,000 | ----- | 50,400 | ----- | ----- | ----- | 21 |
| 16,000,000 | ----- | 16,000,000 | ----- | ----- | ----- | 22 |
| 150,000 | ----- | 75,900 | ----- | ----- | ----- | 23 |
| 150,000,000 | 23,000,000 | 100,133,300 | 23,000,000 | 900 | \$ 8,300 | 24 |
| 1,460,000 | ----- | 446,600 | ----- | ----- | ----- | 25 |
| 2,000,000 | ----- | 101,000 | ----- | ----- | ----- | 26 |
| 3,970,400 | 500,400 | 3,111,200 | 500,400 | ----- | ----- | 27 |
| 500,000 | ----- | 200,000 | ----- | ----- | ----- | 28 |
| 362,703 | ----- | 362,703 | ----- | ----- | ----- | 29 |
| 150,000 | ----- | 128,000 | ----- | ----- | ----- | 30 |
| 100,000 | ----- | 100,000 | ----- | ----- | ----- | 31 |
| 75,000,000 | 25,000,000 | 37,516,000 | 25,000,000 | 496,600 | 1,105,900 | 32 |
| 290,000,000 | 60,000,000 | 120,000,000 | 60,000,000 | ----- | ----- | 33 |
| 500,000 | ----- | 100,000 | ----- | ----- | ----- | 34 |
| 500,000 | ----- | 300,000 | ----- | ----- | ----- | 35 |
| 3,200,000 | ----- | 2,715,400 | ----- | ----- | ----- | 36 |
| 1,090,000 | ----- | 500,000 | ----- | ----- | ----- | 37 |
| 8,000,000 | ----- | 119,100 | ----- | ----- | ----- | 38 |
| 25,000 | ----- | 25,000 | ----- | ----- | ----- | 39 |
| 2,000,000 | ----- | 2,000,000 | ----- | ----- | ----- | 40 |
| 36,000,000 | 29,000,000 | 31,271,500 | 27,955,000 | ----- | ----- | 41 |
| 500,000 | ----- | 500,000 | ----- | ----- | ----- | 42 |
| 4,000,000 | ----- | 4,000,000 | ----- | ----- | ----- | 43 |
| 180,000 | ----- | 180,000 | ----- | ----- | ----- | 44 |
| 600,000 | ----- | 600,000 | ----- | ----- | ----- | 45 |
| \$ 818,788,628 | \$ 184,809,700 | \$ 558,504,796 | \$ 147,304,225 | \$ 508,500 | \$ 1,114,200 | |

Increases over 1912:

| | |
|---|-----------------|
| Capital stock authorized, preferred..... | \$21,900,000 00 |
| Capital stock outstanding, common..... | 42,435,686 00 |
| Average rate of dividend on common stock, .16 per cent. | |
| Average rate of dividend on preferred stock, 2.28 per cent. | |
| Total dividend on common stock..... | 2,204,824 00 |
| Total dividend on preferred stock..... | 2,100,000 00 |
| Mileage..... | 242 67 or 1 04% |
| Amount of capital per mile of line..... | 1,294 00 |

Decrease from 1912:

| | |
|---|--------------|
| Capital stock outstanding, preferred..... | 4,924,000 00 |
|---|--------------|

TABLE No. 4—CAPITAL STOCK OF

| Number | NAME OF COMPANY | TOTAL PAR VALUE NOT HELD BY RESPONDENT | |
|--------|---|---|-------------------|
| | | Common | Preferred |
| 1 | Atlantic Coast Line R. R. Co. | \$ 68,557,200 00 | \$ 196,500 00 |
| 2 | Atlantic and Danville Ry. Co., The | 2,180,000 00 | ..... |
| 3 | Big Sandy and Cumberland R. R. Co. | 50,000 00 | ..... |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 40,000 00 | 10,000 00 |
| 5 | Cape Charles R. R. Co. | 131,000 00 | ..... |
| 6 | Carolina, Clinchfield and Ohio Ry. | 25,000,000 00 | 10,000,000 00 |
| 7 | Chesapeake and Ohio Ry. Co., The. | 62,782,800 00 | 3,200 00 |
| 8 | Chesapeake and Western R. R. Co. | 533,500 00 | 28,725 00 |
| 9 | Chesapeake Western Ry. | 811,200 00 | 606,400 00 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 700,000 00 | ..... |
| 11 | Danville and Western Ry. Co. | 368,600 00 | ..... |
| 12 | Delaware, Maryland and Virginia R. R. Co. | 454,592 00 | ..... |
| 13 | Franklin and Pittsylvania R. R. Co. | 200,000 00 | ..... |
| 14 | Interstate R. R. Co. | 1,184,000 00 | ..... |
| 15 | Laurel Ry. Co. | 100,000 00 | ..... |
| 16 | Louisville and Nashville R. R. Co. | 71,963,803 00 | ..... |
| 17 | Marion and Rye Valley Ry. Co. | 100,000 00 | ..... |
| 18 | Nelson and Albemarle Ry. Co. | 250,000 00 | ..... |
| 19 | New River, Holston and Western R. R. Co. | 51,000 00 | ..... |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 2,500,000 00 | ..... |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 50,400 00 | ..... |
| 22 | Norfolk Southern R. R. Co. | 16,000,000 00 | ..... |
| 23 | Norfolk Terminal Ry. Co. | 75,900 00 | ..... |
| 24 | Norfolk and Western Ry. Co. | 100,132,400 00 | 22,991,700 00 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 446,600 00 | ..... |
| 26 | Potomac R. R. Co. | 101,000 00 | ..... |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 3,111,200 00 | 500,400 00 |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | 200,000 00 | ..... |
| 29 | Richmond and Mecklenburg R. R. Co. | 362,703 00 | ..... |
| 30 | Roaring Fork R. R. Co. | 128,000 00 | ..... |
| 31 | Rosslyn Connecting R. R. Co. | 100,000 00 | ..... |
| 32 | Seaboard Air Line Ry. | 37,019,400 00 | 23,894,100 00 |
| 33 | Southern Ry. Co. | 120,000,000 00 | 60,000,000 00 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 100,000 00 | ..... |
| 35 | Tidewater and Western R. R. Co. | 300,000 00 | ..... |
| 36 | Valley Railroad Company of Virginia. | 2,715,400 00 | ..... |
| 37 | Virginia-Carolina Ry. Co. | 500,000 00 | ..... |
| 38 | Virginia and Kentucky Ry. Co. | 119,100 00 | ..... |
| 39 | Virginia Southern R. R. Co. | 25,000 00 | ..... |
| 40 | Virginia and Southwestern Ry. Co. | 2,000,000 00 | ..... |
| 41 | Virginian Ry. Co., The. | 31,271,500 00 | 27,955,000 00 |
| 42 | Virginian Terminal Ry. Co., The. | 500,000 00 | ..... |
| 43 | Washington Southern Ry. Co. | 4,000,000 00 | ..... |
| 44 | Winchester and Potomac R. R. Co. | 180,000 00 | ..... |
| 45 | Winchester and Strasburg R. R. Co. | 600,000 00 | ..... |
| | Total. | \$ 557,996,293 00 | \$ 146,190,025 00 |

Increases over 1912:

Cape Charles Railroad Company increased dividends on common stock from 0 to 9.00 per cent.
 Carolina, Clinchfield and Ohio Railway increased dividends on preferred stock from 0 to 6.00 per cent.
 Norfolk and Portsmouth Belt Line Railroad Company increased dividends on common stock from 0 to 6.00 per cent.
 Norfolk and Western Railway Company increased dividends on common stock from 5.75 to 6.00 per cent.
 Southern Railway Company increased dividends on preferred stock from 3.00 to 5.00 per cent.
 Virginia-Carolina Railway Company increased dividends on common stock from 0 to 6.00 per cent.
 Washington Southern Railway Company increased dividends on common stock from 1.00 to 3.22 per cent.
 Winchester and Strasburg Railroad Company increased dividends on common stock from 0 to 4.00 per cent.

STEAM RAILROADS—CONTINUED.

| DIVIDENDS DECLARED DURING THE YEAR | | | | AMOUNT PER MILE OF LINE | | Number |
|------------------------------------|------------------|-----------|-----------------|-------------------------|--------------------------|--------|
| COMMON | | PREFERRED | | Miles— Entire Line | Amount— Whole Dollars | |
| Rate | Amount | Rate | Amount | | | |
| 7.00 | \$ 4,580,236 50 | 5.00 | \$ 9,925 00 | 4,495.27 | \$ 15,295 | 1 |
| | | | | 277.71 | 7,825 | 2 |
| | | | | 26.80 | 1,865 | 3 |
| | | | | 4.50 | 11,111 | 4 |
| 9.00 | 11,790 00 | | | 9.52 | 13,761 | 5 |
| | | 6.00 | 300,000 00 | 239.15 | 146,352 | 6 |
| 5.00 | 3,139,080 00 | | | 2,082.20 | 30,159 | 7 |
| | | | | 26.67 | 21,081 | 8 |
| | | | | 13.96 | 101,690 | 9 |
| | | | | 33.66 | 20,796 | 10 |
| | | | | 78.00 | 4,726 | 11 |
| | | | | 97.64 | 4,656 | 12 |
| 2.00 | 22,341 00 | | | 29.90 | 6,689 | 13 |
| | | | | 35.01 | 33,819 | 14 |
| 7.00 | 4,618,733 00 | | | 18.00 | 5,556 | 15 |
| | | | | 4,638.25 | 15,515 | 16 |
| | | | | 18.10 | 5,525 | 17 |
| | | | | 10.80 | 23,148 | 18 |
| 12.00 | 300,000 00 | | | 20.60 | 2,476 | 19 |
| 6.00 | 3,024 00 | | | 112.00 | 22,321 | 20 |
| 2.00 | 320,000 00 | | | 12.14 | 4,151 | 21 |
| | | | | 464.93 | 34,414 | 22 |
| 6.00 | 5,786,796 00 | 4.00 | 919,668 00 | 45 | 168,666 | 23 |
| | | | | 2,020.60 | 60,933 | 24 |
| | | | | 37.60 | 11,877 | 25 |
| 9.00 | 290,008 00 | 9.00 | 45,036 00 | 1.10 | 91,818 | 26 |
| | | | | 81.92 | 44,087 | 27 |
| 10.00 | 20,000 00 | | | 1.21 | 165,289 | 28 |
| | | | | 31.30 | 11,587 | 29 |
| | | | | 1.62 | 79,012 | 30 |
| | | | | 2.69 | 37,175 | 31 |
| | | 5.00 | 3,000,000 00 | 3,016.39 | 20,725 | 32 |
| | | | | 4,726.94 | 38,080 | 33 |
| | | | | 28.10 | 3,559 | 34 |
| | | | | 92.54 | 3,242 | 35 |
| 6.00 | 30,000 00 | | | 61.56 | 44,216 | 36 |
| | | | | 29.50 | 16,949 | 37 |
| | | | | 4.20 | 28,357 | 38 |
| 5.00 | 100,000 00 | | | 12.00 | 2,083 | 39 |
| | | | | 189.06 | 10,579 | 40 |
| | | | | 469.13 | 126,242 | 41 |
| 3.22 | 144,800 00 | | | 1.75 | 285,714 | 42 |
| | | | | 33.78 | 118,413 | 43 |
| 4.00 | 24,000 00 | | | 31.43 | 5,727 | 44 |
| | | | | 19.00 | 31,579 | 45 |
| 6.06 | \$ 19,380,808 50 | 4.88 | \$ 4,274,629 00 | 23,638.88 | \$ 29,858 | |

TABLE No. 5—FUNDED DEBT OF
Mortgage Bonds, Income Bonds,

| Number | NAME OF COMPANY | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | |
|--------|--|----------------------------------|-----------------------------------|---------------------------------------|-----------------------------|
| | | | | In Treasury | Pledged as Collateral |
| 1 | Atlantic Coast Line R. R. Co. | \$ 412,737,500 00 | \$ 149,982,349 00 | \$17,981,334 00 | \$ 575,000 00 |
| 2 | Atlantic and Danville Ry. Co., The | 5,950,000 00 | 5,450,000 00 | | |
| 3 | a Big Sandy and Cumberland R. R. Co. | | | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 10,000 00 | 3,500 00 | | |
| 5 | a Cape Charles R. R. Co. | | | | |
| 6 | Carolina, Clinchfield and Ohio Ry. | 30,300,000 00 | 20,630,000 00 | 150,000 00 | |
| 7 | Chesapeake and Ohio Ry. Co., The | 366,713,490 00 | 199,950,176 00 | 298,000 00 | 33,745,000 00 |
| 8 | Chesapeake and Western R. R. Co. | 10,000,000 00 | 666,000 00 | | |
| 9 | Chesapeake Western Ry. | 1,435,000 00 | 1,419,000 00 | | |
| 10 | a Cumberland Valley and Martins- burg R. R. Co. | | | | |
| 11 | Danville and Western Ry. Co. | 1,084,000 00 | 1,071,000 00 | | |
| 12 | Delaware, Maryland and Vir- ginia R. R. Co. | 600,000 00 | 335,000 00 | | |
| 13 | Franklin and Pittsylvania R. R. Co. | 100,000 00 | 100,000 00 | | |
| 14 | a Interstate R. R. Co. | | | | |
| 15 | a Laurel Ry. Co. | | | | |
| 16 | Louisville and Nashville R. R. Co. | 235,795,839 00 | 164,468,596 00 | 9,264,339 00 | 3,929,000 00 |
| 17 | Marion and Rye Valley Ry. Co. | 175,000 00 | 175,000 00 | 500 00 | |
| 18 | Nelson and Albemarle Ry. Co. | 150,000 00 | 135,000 00 | | |
| 19 | New River, Holston and Western R. R. Co. | 50,000 00 | 50,000 00 | | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 5,000,000 00 | 4,500,000 00 | | |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 600,000 00 | 439,500 00 | 1,000 00 | |
| 22 | Norfolk Southern R. R. Co. | 43,671,000 00 | 20,166,000 00 | 2,263,000 00 | 2,406,000 00 |
| 23 | Norfolk Terminal Ry. Co. | 2,000,000 00 | 1,000,000 00 | | |
| 24 | Norfolk and Western Ry. Co. | 214,058,000 00 | 112,039,320 00 | 294,000 00 | |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 750,000 00 | 750,000 00 | 300,000 00 | |
| 26 | c Potomac R. R. Co. | 100,000 00 | 100,000 00 | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 4,500,000 00 | 3,180,000 00 | | |
| 28 | a Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | | | |
| 29 | Richmond and Mecklenburg R. R. Co. | 315,000 00 | 315,000 00 | | |
| 30 | a Roaring Fork R. R. Co. | | | | |
| 31 | a Rosslyn Connecting R. R. Co. | | | | |
| 32 | Seaboard Air Line Ry. | 297,586,000 00 | 150,103,000 00 | | 40,140,000 00 |

aNo funded debt.

bCovers passenger terminals at Norfolk.

cThe lessee of the Potomac Railroad Company is the Washington Southern Railway Company which is also the owner of the \$100,000 bonds, hence no interest was paid, but was absorbed in the accounts of the Washington Southern Railway Company, without special entry.

STEAM RAILROAD COMPANIES.
and Miscellaneous Obligations.

| TOTAL PAR VALUE HELD BY RESPONDENT In Sinking or Other Funds | Total Par Value Not Held by Respondent | Average rate per cent. | INTEREST | | AMOUNT PER MILE OF LINE | | Number |
|---|---|---------------------------|-----------------|-----------------|----------------------------|-----------------------------|--------|
| | | | Accrued | Paid | Miles— Entire Line | Amount— Whole Dollars | |
| \$ 150,000 00 | \$ 131,276,015 00 | 4.19 | \$ 5,514,158 43 | \$ 5,549,510 60 | 4,495.27 | \$ 33,364 | 1 |
| ----- | 5,450,000 00 | 4.00 | 218,000 00 | 217,680 00 | 277.71 | 19,562 | 2 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 3 |
| ----- | 3,500 00 | 6.00 | 210 00 | 120 00 | 4.50 | 778 | 4 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 5 |
| 5,000 00 | 20,475,000 00 | 5.00 | 962,754 43 | 1,370,450 00 | 239.15 | 86,264 | 6 |
| 35,000 00 | 165,872,176 00 | 4.54 | 7,319,158 44 | 7,378,180 94 | 2,082.20 | 96,028 | 7 |
| ----- | 666,000 00 | 5.00 | 23,300 00 | ----- | 26.67 | 24,972 | 8 |
| ----- | 1,419,000 00 | 4.00 | 56,760 00 | 10,280 00 | 13.96 | 101,648 | 9 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 10 |
| ----- | 1,071,000 00 | 5.00 | 52,924 67 | 52,645 00 | 78.00 | 13,731 | 11 |
| ----- | 385,000 00 | 3.00 | 11,550 00 | 11,550 00 | 97.64 | 3,943 | 12 |
| ----- | 100,000 00 | 7.00 | 7,000 00 | ----- | 29.90 | 3,344 | 13 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 14 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 15 |
| 962,000 00 | 150,313,257 00 | 4.33 | 6,052,886 83 | 6,073,750 00 | 4,638.25 | 35,459 | 16 |
| ----- | 174,500 00 | 6.00 | 10,500 00 | 10,500 00 | 18.10 | 9,069 | 17 |
| ----- | 135,000 00 | 6.00 | 8,100 00 | 8,100 00 | 10.80 | 12,500 | 18 |
| ----- | 50,000 00 | 5.00 | 2,500 00 | ----- | 20.60 | 2,427 | 19 |
| ----- | 4,500,000 00 | 4.00 | 173,333 33 | 172,233 33 | 112.00 | 40,179 | 20 |
| ----- | 438,500 00 | 4.57 | 19,985 00 | 20,040 00 | 12.14 | 36,203 | 21 |
| ----- | 15,497,000 00 | 5.00 | 758,100 15 | 641,519 30 | 464.93 | 43,374 | 22 |
| ----- | 1,000,000 00 | 4.00 | 39,999 97 | 40,000 00 | 45 | 2,222,222 | 23 |
| ----- | 111,755,320 00 | 4.36 | 4,245,567 66 | 4,132,109 33 | 2,020.80 | 55,443 | 24 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 25 |
| 10,000 00 | 440,000 00 | 4.00 | 18,000 00 | 18,000 00 | 37.60 | 19,947 | 25 |
| ----- | 100,000 00 | ----- | ----- | ----- | 1.10 | 90,909 | 26 |
| ----- | 3,180,000 00 | 3.66 | 116,300 00 | 116,300 00 | 81.92 | 38,818 | 27 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 28 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 29 |
| ----- | 315,000 00 | 4.00 | 12,600 00 | 12,540 00 | 31.30 | 10,064 | 30 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 31 |
| ----- | 109,963,000 00 | 4.43 | 4,850,424 51 | 4,754,116 25 | 3,016.39 | 49,762 | 32 |

TABLE No. 5—FUNDED DEBT OF

| Number | NAME OF COMPANY | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | |
|--------|--|----------------------------------|-----------------------------------|---------------------------------------|-----------------------------|
| | | | | In Treasury | Pledged as Collateral |
| 33 | Southern Ry. Co..... | \$ 494,686,200 00 | \$ 264,718,800 00 | \$27,148,800 00 | \$ 2,000,000 00 |
| 34 | a Surry, Sussex and Southampton Ry. Co..... | ----- | ----- | ----- | ----- |
| 35 | Tidewater and Western R. R. Co. | 600,000 00 | 300,000 00 | ----- | ----- |
| 36 | Valley Railroad Company of Virginia..... | 1,000,000 00 | 750,000 00 | ----- | ----- |
| 37 | Virginia-Carolina Ry. Co..... | 180,000 00 | 180,000 00 | ----- | ----- |
| 38 | Virginia and Kentucky Ry. Co. | 40,000 00 | 35,500 00 | ----- | ----- |
| 39 | Virginia Southern R. R. Co. | 50,000 00 | 35,000 00 | ----- | ----- |
| 40 | Virginia and Southwestern Ry. Co..... | 9,925,000 00 | 7,850,000 00 | ----- | ----- |
| 41 | Virginian Ry. Co., The | 78,750,000 00 | 27,062,000 00 | ----- | ----- |
| 42 | Virginian Terminal Ry. Co., The | 10,000,000 00 | 3,000,000 00 | ----- | ----- |
| 43 | Washington Southern Ry. Co. | 4,000,000 00 | 4,000,000 00 | ----- | ----- |
| 44 | Winchester and Potomac R. R. Co..... | 245,000 00 | 232,250 00 | ----- | ----- |
| 45 | a Winchester and Strasburg R. R. Co..... | ----- | ----- | ----- | ----- |
| | Total..... | \$2,233,339,029 00 | \$1,145,241,991 00 | \$57,690,973 00 | \$82,795,000 00 |

aNo funded debt.

dIncludes terminals and piers at Sewall's Point.

RAILROAD COMPANIES—CONTINUED.

| TOTAL PAR VALUE HELD BY RESPONDENT In Sinking or Other Funds | Total Par Value Not Held by Respondent | Average rate per cent. | INTEREST | | AMOUNT PER MILE OF LINE | | Number |
|---|---|---------------------------|------------------|------------------|----------------------------|-----------------------------|--------|
| | | | Accrued | Paid | Miles— Entire Line | Amount— Whole Dollars | |
| \$ 250,000 00 | \$ 235,320,000 00 | 4.58 | \$ 11,033,721 93 | \$ 11,176,818 83 | 4,726.94 | \$ 56,002 | 33 |
| ----- | 300,000 00 | 4.00 | 12,000 00 | ----- | 92.54 | 3,242 | 34 |
| ----- | 750,000 00 | 6.00 | 45,000 00 | ----- | 61.56 | 12,183 | 35 |
| ----- | 180,000 00 | 5.00 | 9,000 00 | 9,000 00 | 29.50 | 6,102 | 36 |
| ----- | 35,500 00 | 6.00 | 2,130 00 | 2,130 00 | 4.20 | 8,452 | 37 |
| ----- | 35,000 00 | 5.00 | 2,000 00 | 2,000 00 | 12.00 | 2,917 | 38 |
| ----- | 7,850,000 00 | 5.00 | 371,381 94 | 387,250 00 | 189.06 | 41,521 | 39 |
| ----- | 27,062,000 00 | 5.00 | 1,364,050 00 | 1,367,175 00 | 469.13 | 57,683 | 40 |
| ----- | 3,000,000 00 | 5.00 | 150,000 00 | 150,000 00 | 1.75 | 1,714,286 | 41 |
| ----- | 4,000,000 00 | 4.00 | 158,000 00 | 157,600 00 | 33.78 | 118,413 | 42 |
| ----- | 232,250 00 | 5.63 | 13,085 00 | ----- | 31.43 | 7,389 | 43 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 44 |
| \$ 1,412,000 00 | \$1,003,344,018 00 | 4.46 | \$ 43,644,482 29 | \$ 43,821,598 58 | 23,463.27 | \$ 48,810 | 45 |

The bonds now outstanding amount to 51.28 per cent. of amount authorized; this being an increase of 60-100 of 1 per cent. over 1912.

The mileage of railroads having funded debt has increased 242.00 over 1912.

Amount of mortgage per mile of line: 1912, \$47,197; 1913, \$48,810—an increase of \$1,613, or 3.42 per cent.

Ten railroads have no funded debt.

The average rate of interest has decreased 1-100 of 1 per cent. from 1912.

Increase over 1912 in amount of authorized issue.....\$70,914,798 00

Increase over 1912 in amount outstanding.....49,263,342 00

Decrease from 1912 in amount of interest paid.....6,235,373 79

TABLE No. 6—COST OF ROAD, EQUIP

| Number | NAME OF COMPANY | COST OF— | | |
|--------|---|-----------------------------|--------------------------------|-----------------------------|
| | | ROAD | | EQUIPMENT |
| | | Investment to June 30, 1907 | Investment since June 30, 1907 | Investment to June 30, 1907 |
| 1 | Atlantic Coast Line R. R. Co..... | \$ 118,942,804 70 | \$ 14,486,085 43 | \$ 25,803,719 39 |
| 2 | Atlantic and Danville Ry. Co., The.. | 7,607,859 35 | 125 00 | 36,820 25 |
| 3 | d Big Sandy and Cumberland R. R. Co. | | | 11,185 00 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | | | |
| 5 | Cape Charles R. R. Co. | | 46,699 66 | |
| 6 | Carolina, Clinchfield and Ohio Ry. | | 120,299 54 | b |
| 7 | Chesapeake and Ohio Ry. Co., The.. | 113,223,840 19 | 43,496,425 70 | |
| 8 | Chesapeake and Western R. R. Co. | 1,315,939 43 | Cr. 55,824,401 55 | 13,912,508 48 |
| 9 | Chesapeake Western Ry. | 1,452,098 71 | Cr. 90,525 00 | 11,563 71 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | | 13,294 90 | 9,847 08 |
| 11 | Danville and Western Ry. Co. | 706,704 66 | 451,009 08 | c |
| 12 | Delaware, Maryland and Virginia R. R. Co. | 1,504,042 82 | 296,127 04 | 92,217 25 |
| 13 | e Franklin and Pittsylvania R. R. Co. | 1,821,328 02 | 42,278 31 | 1,671 27 |
| 14 | Interstate R. R. Co. | 457,693 29 | 464,650 98 | 88,768 25 |
| 15 | Laurel Ry. Co. | 57,797 77 | 43,534 22 | 17,833 33 |
| 16 | Louisville and Nashville R. R. Co. | 139,471,342 11 | 23,939,463 69 | 36,072,004 83 |
| 17 | Marion and Rye Valley Ry. Co. | 279,183 45 | 8,590 00 | 50,623 39 |
| 18 | Nelson and Albemarle Ry. Co. | 377,258 07 | 7,979 94 | 1,745 60 |
| 19 | New River, Holston and Western R. R. Co. | 207,903 85 | 177,363 48 | 6,704 35 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 4,768,029 56 | 1,475,827 25 | 1,297,039 37 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 845,403 29 | 385,098 05 | 22,200 00 |
| 22 | Norfolk Southern R. R. Co. | | 19,563,738 29 | |
| 23 | Norfolk Terminal Ry. Co. | | 918,693 11 | b |
| 24 | Norfolk and Western Ry. Co. | 151,440,746 22 | 34,996,247 67 | 24,353,021 25 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 959,925 83 | Cr. 1,036 93 | 36,467 55 |
| 26 | Potomac R. R. Co. | 102,020 00 | | b |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 6,123,138 88 | 607,511 08 | 668,553 86 |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | 141,357 07 | 7,401 19 | b |
| 29 | Richmond and Mecklenburg R. R. Co. | 596,184 92 | | b |
| 30 | Roaring Fork R. R. Co. | 19,048 29 | 16,233 88 | 13,815 53 |
| 31 | Rosslyn Connecting R. R. Co. | 95,866 00 | 3,663 74 | b |
| 32 | Seaboard Air Line Ry. | 113,979,096 41 | 25,396,331 83 | 12,213,660 89 |
| 33 | Southern Ry. Co. | 287,434,900 33 | 19,068,049 05 | 46,672,108 87 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 261,281 55 | 41,038 80 | 45,000 00 |
| 35 | Tidewater and Western R. R. Co. | 555,562 71 | 11,161 09 | 61,381 85 |
| 36 | Valley Railroad Company of Virginia. | 3,353,119 09 | 43,142 76 | A |
| 37 | k Virginia Air Line Ry. Co. | | | |
| 38 | Virginia-Carolina Ry. Co. | 661,730 14 | 254,115 12 | 16,992 86 |
| 39 | n Virginia-Carolina and Southern Ry. Co. | | | |
| 40 | Virginia and Kentucky Ry. Co. | 121,171 66 | 23,325 00 | 2,900 00 |
| 41 | Virginia Southern R. R. Co. | 141,858 19 | 1,468 65 | 10,000 00 |
| 42 | Virginia and Southwestern Ry. Co. | 3,710,091 58 | 3,304,926 07 | 1,860,869 62 |
| 43 | Virginian Ry. Co., The | 40,027,292 22 | 30,845,446 19 | |
| 44 | r Virginian Terminal Ry. Co., The | | 3,500,000 00 | |
| 45 | Washington Southern Ry. Co. | 7,082,225 87 | 283,490 37 | 349,195 60 |
| 46 | Winchester and Potomac R. R. Co. | 421,759 46 | 25,079 48 | A |
| 47 | Winchester and Strasburg R. R. Co. | 612,188 07 | 18,345 82 | A |
| | Total..... | \$ 1,010,379,783 26 | \$ 280,115,140 03 | \$ 163,770,418 43 |

aNo record kept.

dCost of road transferred to books of W. M. Ritter Lumber Company.

bOwns no equipment.

cNo separate record as to cost of equipment.

eIncluded with Southern Railway Company.

fIncludes Terminal Building.

AOwned by Baltimore and Ohio Railroad Company.

kIncluded with The Chesapeake and Ohio Railway Company.

mCost per mile of line based on \$763,169.16 as \$182,228.11 covers new construction work only.

nIncluded with Virginia-Carolina Railway Company.

rNo separate record available as to equipment and general expenditures.

sIncludes cost of coal pier at Sewall's Point.

MENT AND GENERAL EXPENDITURES—ENTIRE LINE.

| COST OF— | | TOTAL —Cr. | Reserve for Accrued Depreciation | NET TOTAL | Cost Per Mile of Line | Number |
|--------------------------------------|--------------------------------------|--------------------|--|--------------------|-----------------------------|--------|
| EQUIPMENT | GENERAL EXPENDI- TURES | | | | | |
| Investment since June 30, 1907 | Investment since June 30, 1907 | | | | | |
| \$10,459,434 81 | \$ 259,931 50 | \$ 169,951,975 83 | \$ 9,292,832 24 | \$ 160,659,143 59 | \$ 35,739 60 | 1 |
| 10,635 06 | a | 7,644,804 60 | 7,644,804 60 | 7,644,804 60 | 27,528 01 | 2 |
| | a | 21,820 06 | 2,030 70 | 19,789 36 | 738 40 | 3 |
| 6,800 34 | a | 53,500 00 | | 53,500 00 | 11,888 88 | 4 |
| b | 9,002 62 | 129,302 16 | | 129,302 16 | 13,582 16 | 5 |
| 6,223,249 96 | 575,306 55 | 50,294,982 21 | 239,966 82 | 50,055,015 39 | 209,303 85 | 6 |
| 18,796,703 37 | 4,523 42 | 201,761,977 01 | 3,503,348 90 | 198,258,628 11 | 95,353 32 | 7 |
| Cr. 15,963 54 | 12,502 00 | 1,233,516 60 | 3,389 71 | 1,230,126 89 | 46,123 99 | 8 |
| Cr. 5,471 67 | a | 1,469,769 02 | 3,474 03 | 1,466,294 99 | 105,035 46 | 9 |
| c | a | 1,157,713 74 | | 1,157,713 74 | 34,394 35 | 10 |
| 101,039 07 | a | 1,993,426 18 | 22,776 59 | 1,970,649 59 | 25,264 74 | 11 |
| 6,909 32 | a | 1,872,186 92 | 1,248 00 | 1,870,938 92 | 19,161 60 | 12 |
| | | | | | | 13 |
| 516,583 33 | 5,251 06 | 1,532,946 91 | 24,837 33 | 1,508,109 58 | 43,076 54 | 14 |
| 19,309 28 | a | 138,473 60 | 14,962 75 | 123,510 85 | 6,868 71 | 15 |
| 11,392,528 62 | 25,431 04 | 210,900,770 29 | 22,963,377 05 | 187,937,393 24 | 45,117 39 | 16 |
| 20,351 29 | a | 358,748 13 | 28,545 39 | 330,202 74 | 18,243 25 | 17 |
| | a | 396,983 61 | | 386,983 61 | 35,831 81 | 18 |
| 12,143 37 | 72,083 32 | 476,198 37 | 5,211 64 | 470,986 73 | 22,863 43 | 19 |
| 1,806,594 48 | a | 9,347,490 66 | 1,060,127 02 | 8,287,363 64 | 73,994 32 | 20 |
| 42,321 16 | 3,056 93 | 798,079 43 | 19,187 33 | 778,892 10 | 64,159 15 | 21 |
| 2,645,099 32 | 322,987 50 | 22,532,422 11 | 142,220 24 | 22,390,201 87 | 48,158 22 | 22 |
| b | 43,686 56 | 960,369 67 | | 960,369 67 | 2,134,154 82 | 23 |
| 23,080,135 18 | 22,767 67 | 233,922,917 99 | 7,473,310 28 | 226,449,607 71 | 112,059 39 | 24 |
| 3,925 70 | a | 999,282 15 | | 999,282 15 | 26,576 65 | 25 |
| b | a | 102,020 00 | | 102,020 00 | 92,745 45 | 26 |
| 917,198 49 | 85 00 | 8,316,487 31 | 376,497 33 | 7,939,989 98 | 96,923 71 | 27 |
| b | a | 148,758 26 | | 148,758 26 | 122,940 71 | 28 |
| b | a | 596,184 92 | | 596,184 92 | 19,047 44 | 29 |
| 32,212 99 | 133 50 | 81,446 19 | 4,586 44 | 76,859 75 | 47,444 29 | 30 |
| b | a | 99,559 74 | | 99,559 74 | 37,011 06 | 31 |
| 8,997,351 85 | 28,876 66 | 160,615,337 64 | 1,724,436 66 | 158,890,900 98 | 52,675 85 | 32 |
| 16,737,063 48 | 1,553,072 24 | 373,465,193 97 | 14,321,746 67 | 359,143,447 30 | 82,999 03 | 33 |
| 5,301 91 | a | 352,622 26 | | 352,622 26 | 5,255 18 | 34 |
| 12,530 59 | a | 640,626 24 | 20,866 71 | 619,759 53 | 6,697 21 | 35 |
| A | a | 3,396,261 85 | | 3,396,261 85 | 54,672 60 | 36 |
| | | | | | | 37 |
| 16,894 02 | 5,366 92 | 955,099 06 | 9,701 79 | 945,397 27 | m 25,524 05 | 38 |
| | | | | | | 39 |
| 1,450 00 | a | 148,846 66 | | 148,846 66 | 35,439 68 | 40 |
| | a | 153,326 84 | 5,500 00 | 147,826 84 | 12,318 90 | 41 |
| 1,157,321 02 | 209,182 46 | 10,242,390 75 | 752,081 81 | 9,490,308 94 | 50,197 34 | 42 |
| 9,987,428 46 | 3,005,598 63 | 83,865,765 50 | 375,221 52 | 83,490,543 98 | 177,968 88 | 43 |
| | | 3,500,000 00 | | 3,500,000 00 | v2,000,000 00 | 44 |
| 311,076 30 | 342 73 | 8,026,330 37 | 73,142 90 | 7,953,187 47 | 235,440 72 | 45 |
| A | a | 446,838 89 | | 446,838 89 | 14,216 95 | 46 |
| | a | 630,533 89 | | 630,533 89 | 33,185 99 | 47 |
| \$115,298,757 56 | \$6,159,188 31 | \$1,575,723,287 59 | \$ 62,464,627 85 | \$1,513,258,659 74 | \$ 66,448 66 | |

Increases over 1912:

| | |
|---------------------------------------|---------------|
| Cost of road..... | \$ 566,465 04 |
| Cost of equipment..... | 15,586,169 59 |
| Total cost..... | 16,003,351 53 |
| Reserve for accrued depreciation..... | 6,312,013 62 |
| Net cost..... | 9,691,337 91 |

Decreases from 1912:

| | |
|----------------------------|------------|
| General expenditures..... | 127,293 10 |
| Cost per mile of line..... | 1,118 21 |

TABLE No. 6—COST OF ROAD, EQUIPMENT AND GENE

| Number | NAME OF COMPANY | COST OF ROAD AND EQUIPMENT—INVESTMENT TO JUNE 30, 1907 | |
|--------|--|--|-----------------|
| | | Road | Equipment |
| 1 | a Atlantic Coast Line R. R. Co. | | |
| 2 | Atlantic and Danville Ry. Co. The | \$ 7,001,058 59 | \$ 33,883 49 |
| 3 | d Big Sandy and Cumberland R. R. Co. | | 7,720 98 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | | |
| 5 | Cape Charles R. R. Co. | | |
| 6 | Carolina, Clinchfield and Ohio Ry. | | b |
| 7 | a Chesapeake and Ohio Ry. Co., The | | |
| 8 | Chesapeake and Western R. R. Co. | 1,315,939 43 | 11,563 71 |
| 9 | Chesapeake Western Ry. | 1,452,096 71 | 9,847 06 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 216,127 26 | c |
| 11 | Danville and Western Ry. Co. | 1,356,947 42 | 83,198 40 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | 12,311 31 | 1,671 27 |
| 13 | e Franklin and Pittsylvania R. R. Co. | | |
| 14 | Interstate R. R. Co. | 457,693 29 | 88,768 25 |
| 15 | Laurel Ry. Co. | 9,077 64 | 2,800 93 |
| 16 | a Louisville and Nashville R. R. Co. | | |
| 17 | Marion and Rye Valley Ry. Co. | 279,183 45 | 50,623 39 |
| 18 | Nelson and Albemarle Ry. Co. | 377,258 07 | 1,745 60 |
| 19 | New River, Holston and Western R. R. Co. | 207,903 85 | 6,704 35 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 2,503,774 98 | 1,062,811 17 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 345,403 29 | 22,200 00 |
| 22 | Norfolk Southern R. R. Co. | | |
| 23 | Norfolk Terminal Ry. Co. | | |
| 24 | Norfolk and Western Ry. Co. | 100,155,173 42 | c |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 959,925 83 | 36,467 53 |
| 26 | Potomac R. R. Co. | 102,020 00 | b |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 6,123,138 88 | 668,553 86 |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | 141,357 07 | b |
| 29 | Richmond and Mecklenburg R. R. Co. | 596,134 92 | b |
| 30 | Roaring Fork R. R. Co. | 19,048 29 | 13,815 53 |
| 31 | Ro-slyn Connecting R. R. Co. | 95,866 00 | b |
| 32 | Seaboard Air Line Ry. | 7,988,969 18 | c |
| 33 | a Southern Ry. Co. | | |
| 34 | Surry, Sussex and Southampton Ry. Co. | 261,281 55 | 45,000 00 |
| 35 | Tilgewater and Western R. R. Co. | 555,552 71 | 61,381 85 |
| 36 | Valley Railroad Company of Virginia. | 3,353,119 09 | A |
| 37 | k Virginia Air Line Ry. Co. | | |
| 38 | Virginia-Carolina Ry. Co. | 661,730 14 | 16,992 86 |
| 39 | Virginia-Carolina and Southern Ry. Co. | 121,171 66 | 2,900 00 |
| 40 | n Virginia and Kentucky Ry. Co. | | |
| 41 | Virginia Southern R. R. Co. | 141,858 19 | 10,000 00 |
| 42 | Virginia and Southwestern Ry. Co. | 2,670,980 65 | 1,046,739 16 |
| 43 | Virginian Ry. Co., The | 26,542,097 47 | |
| 44 | r Virginian Terminal Ry. Co., The | | |
| 45 | Washington Southern Ry. Co. | 7,082,225 37 | 349,195 60 |
| 46 | Winchester and Potomac R. R. Co. | 150,568 13 | A |
| 47 | Winchester and Strasburg R. R. Co. | 612,188 07 | A |
| | Total..... | \$ 173,869,233 91 | \$ 3,634,585 03 |

dCost of road transferred to books of W. M. Ritter Lumber Company.

aNo record kept.

bOwns no equipment.

cNo separate record as to cost of equipment.

eIncluded with Southern Railway Company.

fIncludes Terminal Building.

hOwned by Baltimore and Ohio Railway Company.

iIncluded with The Chesapeake and Ohio Railway Company.

jIncluded with Virginia-Carolina Railway Company.

rNo separate record available as to equipment and general expenditures.

sIncludes cost of coal pier at Sewall's Point.

RAL EXPENDITURES—CONTINUED—STATE OF VIRGINIA.

| COST OF ROAD, EQUIPMENT, AND GENERAL EXPENDITURES | TOTAL | Reserve for Accrued Depreciation —Credit | NET TOTAL | Cost Per Mile of Line | Number |
|--|-------------------|---|-------------------|--------------------------|--------|
| Investment Since June 30, 1907 | | | | | |
| \$ 125 00 | \$ 7,035,067 08 | | \$ 7,035,067 08 | \$ 27,528 04 | 1 |
| 7,341 36 | 15,062 34 | \$ 1,401 78 | 13,660 56 | 738 40 | 2 |
| 53,500 00 | 53,500 00 | | 53,500 00 | 11,888 88 | 3 |
| 129,302 16 | 129,302 16 | | 129,302 16 | 13,582 16 | 4 |
| 14,833,595 81 | 14,833,595 81 | 59,991 70 | 14,773,604 11 | 229,261 39 | 5 |
| Cr. 93,986 54 | 1,233,516 60 | 3,389 71 | 1,230,126 89 | 46,123 99 | 6 |
| 7,823 23 | 1,489,789 02 | 3,474 03 | 1,486,294 99 | 105,035 46 | 7 |
| 26,770 28 | 242,897 54 | | 242,897 54 | 26,430 64 | 8 |
| 358,323 26 | 1,798,469 08 | 20,549 04 | 1,777,920 04 | 25,265 31 | 9 |
| 9,012 55 | 22,995 13 | 1,248 00 | 21,747 13 | 32,950 20 | 10 |
| 986,435 37 | 1,532,946 91 | 24,837 33 | 1,508,109 58 | 43,076 54 | 11 |
| 32,993 08 | 44,771 65 | 3,715 75 | 41,055 90 | 9,184 77 | 12 |
| 28,941 29 | 358,748 13 | 28,545 39 | 330,202 74 | 18,243 25 | 13 |
| 7,970 94 | 386,983 61 | | 386,983 61 | 35,831 81 | 14 |
| 261,590 17 | 476,198 37 | 5,211 64 | 470,986 73 | 22,863 43 | 15 |
| 2,338,902 76 | 5,905,458 91 | 805,428 25 | 5,100,030 66 | 86,441 71 | 16 |
| 430,476 14 | 798,079 43 | 19,187 33 | 778,892 10 | 64,159 15 | 17 |
| 2,969,773 23 | 2,969,773 23 | 18,744 63 | 2,951,028 60 | 43,673 63 | 18 |
| 980,369 67 | 980,369 67 | | 980,369 67 | 2,134,154 82 | 19 |
| 26,863,794 38 | 127,018,957 80 | 4,315,836 69 | 122,703,121 11 | 105,394 23 | 20 |
| 2,888 77 | 999,282 15 | | 999,282 15 | 26,576 65 | 21 |
| | 102,020 00 | | 102,020 00 | 92,745 45 | 22 |
| 1,524,794 57 | 8,316,487 31 | 376,497 35 | 7,939,989 98 | 96,923 71 | 23 |
| 7,401 19 | 148,758 26 | | 148,758 26 | 122,940 71 | 24 |
| e 596,184 92 | | | 596,184 92 | 19,047 44 | 25 |
| 48,582 37 | 81,446 19 | 4,586 44 | 76,859 75 | 47,444 29 | 26 |
| 3,693 74 | 99,559 74 | | 99,559 74 | 37,011 06 | 27 |
| 1,519,534 84 | 9,508,504 02 | 91,564 28 | 9,416,939 74 | 59,790 09 | 28 |
| 46,340 71 | 352,622 26 | | 352,622 26 | 5,285 18 | 29 |
| 23,691 68 | 640,626 24 | 20,866 71 | 619,759 53 | 6,697 21 | 30 |
| 43,142 76 | 3,396,261 85 | | 3,396,261 85 | 54,672 60 | 31 |
| 215,338 97 | 894,061 97 | 9,701 79 | 884,360 18 | 25,524 05 | 32 |
| 24,775 00 | 148,846 66 | | 148,846 66 | 35,439 68 | 33 |
| 1,468 65 | 153,326 84 | 5,500 00 | 147,826 84 | 12,318 90 | 34 |
| 2,933,677 43 | 6,651,397 24 | 391,082 54 | 6,260,314 70 | 63,744 17 | 35 |
| 30,433,100 25 | 56,975,197 72 | 248,809 39 | 56,726,388 33 | 172,075 44 | 36 |
| 3,500,000 00 | 3,500,000 00 | | 3,500,000 00 | 2,000,000 00 | 37 |
| 594,909 40 | 8,026,330 37 | 73,142 90 | 7,953,187 47 | 235,440 72 | 38 |
| 17,733 71 | 168,301 84 | | 168,301 84 | 15,000 16 | 39 |
| 15,345 82 | 630,533 89 | | 630,533 89 | 33,185 99 | 40 |
| \$ 91,172,423 00 | \$ 268,676,241 94 | \$ 6,533,312 65 | \$ 262,142,929 29 | \$ 89,148 49 | 41 |

Increases over 1912:

| | |
|---------------------------------------|-----------------|
| General expenditures..... | \$ 8,677,210 05 |
| Total cost..... | 6,202,816 02 |
| Reserve for accrued depreciation..... | 1,271,218 52 |
| Net cost..... | 4,931,697 50 |
| Cost per mile of line..... | 3,481 37 |

Decreases from 1912:

| | |
|------------------------|--------------|
| Cost of road..... | 2,463,980 83 |
| Cost of equipment..... | 10,413 20 |

TABLE No. 7—INCOME

| No. | NAME OF COMPANY | Net Revenue— Rail Operations | Net Deficit— Rail Operations | Net Revenue— Outside Operations | Net Deficit— Outside Operations |
|-----|---|---------------------------------------|---------------------------------------|--|--|
| 1 | Atlantic Coast Line R. R. Co. | \$11,487,589 92 | | | |
| 2 | Atlantic and Danville Ry. Co., The | | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 18,135 99 | | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 1,080 87 | | | |
| 5 | Cape Charles R. R. Co. | 18,427 87 | | | |
| 6 | Carolina, Clinchfield and Ohio Ry. | 1,426,787 20 | | | |
| 7 | Chesapeake and Ohio Ry. Co., The | 10,633,718 01 | | \$ 46,079 36 | |
| 8 | Chesapeake and Western R. R. Co. | 33,300 00 | | | |
| 9 | Chesapeake Western Ry. | 23,631 48 | | | |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 206,020 38 | | | |
| 11 | Danville and Western Ry. Co. | 140,073 53 | | | |
| 12 | Delaware, Maryland and Virginia R. R. Co. | | \$ 76,004 02 | | |
| 13 | a Franklin and Pittsylvania R. R. Co. | | 7,477 90 | | |
| 14 | Interstate R. R. Co. | | | | |
| 15 | Laurel Ry. Co. | 8,518 37 | | | |
| 16 | Louisville and Nashville R. R. Co. | 14,654,818 73 | | 20,428 06 | |
| 17 | Marion and Rye Valley Ry. Co. | 30,310 92 | | | |
| 18 | Nelson and Albemarle Ry. Co. | 29,985 90 | | | |
| 19 | New River, Holston and Western R. R. Co. | 4,754 07 | | | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 938,986 41 | | | |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 72,214 68 | | | |
| 22 | Norfolk Southern R. R. Co. | 1,212,539 30 | | | \$ 11,426 18 |
| 23 | Norfolk Terminal Ry. Co. | | | | |
| 24 | Norfolk and Western Ry. Co. | 15,174,107 56 | | | 7,608 00 |
| 25 | Potomac, Fredericksburg and Pied- mont R. R. Co. | 35,537 89 | | | |
| 26 | b Potomac R. R. Co. | | | | |
| 27 | Richmond, Fredericksburg and Poto- mac R. R. Co. | 1,156,610 91 | | | 3,433 75 |
| 28 | Richmond, Fredericksburg and Poto- mac and Richmond and Petersburg R. R. Connection Co. | | | | |
| 29 | Richmond and Mecklenburg R. R. Co. | | | | |
| 30 | Roaring Fork R. R. Co. | | 6,447 83 | | |
| 31 | Rosslyn Connecting R. R. Co. | | 4,861 68 | | |
| 32 | Seaboard Air Line Ry. | 7,802,251 97 | | | 26,314 12 |
| 33 | Southern Ry. Co. | 20,255,566 65 | | 80,535 87 | |
| 34 | Surry, Sussex and Southampton Ry. Co. | | 12,398 46 | | |
| 35 | Tidewater and Western R. R. Co. | 16,538 43 | | | |
| 36 | Valley Railroad Company of Virginia | | 48,976 47 | | |
| 37 | Virginia-Carolina Ry. Co. | 65,840 61 | | | |
| 38 | Virginia and Kentucky Ry. Co. | | 413 17 | | |
| 39 | Virginia Southern R. R. Co. | 21,227 99 | | | |
| 40 | Virginia and Southwestern Ry. Co. | 552,358 31 | | | |
| 41 | Virginian Ry. Co., The | 2,468,427 46 | | 73,456 52 | |
| 42 | Washington Terminal Ry. Co., The | 421,252 08 | | | |
| 43 | Washington Southern Ry. Co. | 31,440 48 | | | 2,341 97 |
| 44 | Winchester and Potomac R. R. Co. | 32,954 35 | | | |
| 45 | Winchester and Strasburg R. R. Co. | | | | |
| | Total | \$88,974,908 32 | \$ 156,579 53 | \$ 220,499 81 | \$ 51,024 11 |

aIncluded with Southern Railway Company.

bIncluded with Washington Southern Railway Company.

ACCOUNT—ENTIRE LINE.

| Taxes Accrued | Railway Operating Income | Railway Operating Deficit | Income From Other Sources | Gross Income | Gross Loss | c N |
|------------------|--------------------------------|---------------------------------|------------------------------------|------------------|---------------|--------|
| \$1,451,477 25 | \$ 10,036,062 67 | | \$ 3,721,908 18 | \$ 13,757,970 85 | | 1 |
| 2,171 19 | 15,964 80 | | 218,000 00 | 218,000 00 | | 2 |
| 658 69 | 372 18 | | 383 33 | 16,348 13 | | 3 |
| 1,085 58 | 17,342 29 | | 160 00 | 532 18 | | 4 |
| 99,671 41 | 1,327,115 79 | | 467,480 82 | 17,342 29 | | 5 |
| 1,375,862 89 | 9,303,934 48 | | 2,252,062 90 | 1,794,596 61 | | 6 |
| 3,764 64 | 33,300 00 | | 33,976 28 | 11,555,997 38 | | 7 |
| 9,540 47 | 19,866 84 | | 2,066 02 | 33,300 00 | | 8 |
| 14,474 53 | 198,479 91 | | 599 36 | 53,843 12 | | 9 |
| 8,397 67 | 125,599 00 | | 1,576 10 | 198,545 93 | | 10 |
| 6,966 68 | | \$ 84,401 69 | 68,908 95 | 126,198 36 | | 11 |
| 1,830 46 | 6,687 91 | 14,444 58 | 3,416,974 11 | 54,464 37 | \$ 82,825 59 | 12 |
| 1,761,626 20 | 12,913,620 59 | | 30 00 | 6,687 91 | | 13 |
| 2,998 54 | 27,312 38 | | 930 40 | 16,330,594 70 | | 14 |
| 1,757 95 | 28,227 95 | | 36 00 | 27,342 38 | | 15 |
| 2,732 49 | 2,021 58 | | 87,905 48 | 29,158 35 | | 16 |
| 96,872 76 | 842,113 65 | | 26,852 91 | 2,057 58 | | 17 |
| 5,980 58 | 66,234 10 | | 349,521 01 | 93,019 13 | | 18 |
| 103,465 26 | 1,097,647 76 | | 52,175 25 | 93,087 01 | | 19 |
| 6,434 36 | | 6,434 36 | 1,814,944 90 | 1,447,168 77 | | 20 |
| 1,452,000 00 | 13,714,499 47 | | 453 23 | 45,740 89 | | 21 |
| 2,288 95 | 33,268 94 | | 20,162 81 | 15,529,444 37 | | 22 |
| 49,309 47 | 1,103,867 69 | | 46,157 98 | 33,722 17 | | 23 |
| 789 78 | | 789 78 | 12,600 00 | | | 24 |
| 778 10 | | 7,225 93 | 71 32 | | | 25 |
| 1,046 66 | | 5,908 34 | 978 37 | | | 26 |
| 956,000 00 | 6,819,937 85 | | 220,063 88 | 7,040,001 73 | | 27 |
| 2,480,387 28 | 17,855,715 24 | | 3,387,047 34 | 21,242,762 58 | | 28 |
| 4,578 08 | | 16,976 54 | | | | 29 |
| 4,432 93 | 12,105 50 | | 4,856 00 | | | 30 |
| 10,650 97 | | 59,627 44 | 2,118 64 | | | 31 |
| 8,238 57 | 57,582 04 | | 1,274 16 | | | 32 |
| 608 82 | | 1,021 99 | 66 54 | | | 33 |
| 1,731 27 | 19,496 72 | | 250,646 36 | | | 34 |
| 73,260 40 | 479,097 91 | | 276,142 25 | | | 35 |
| 214,300 00 | 2,327,583 98 | | 155,850 83 | | | 36 |
| 40,664 80 | 378,345 31 | | 125,382 80 | | | 37 |
| 9,843 56 | 21,596 92 | | 119 91 | | | 38 |
| 4,713 96 | 28,240 39 | | 61 27 | | | 39 |
| \$10,273,393 30 | \$ 78,911,241 84 | \$ 196,830 65 | \$ 17,020,545 69 | \$ 95,905,307 84 | \$ 170,350 96 | 40 |

As compared with 1912:

| | |
|---|-----------------|
| Income from rail operations increased | \$ 1,167,639 13 |
| Income from outside operations increased | 90,219 43 |
| Taxes accrued increased | 709,108 58 |
| Income from other sources increased | 2,834,246 50 |
| Gross income increased | 3,400,982 10 |
| Deductions from gross income decreased | 1,416,389 19 |
| Total net surplus, \$44,144,198.51, against net surplus (1912), \$39,465,482.43: showing an increase of \$4,678,716.08. | |

TABLE No. 7—INCOME ACCOUNT—ENTIRE LINE—CONTINUED.

| No. | NAME OF COMPANY | Deductions From Gross Income | Net Surplus | Net Deficit |
|-----|---|------------------------------------|------------------|---------------|
| 1 | Atlantic Coast Line R. R. Co. | \$ 5,868,768 27 | \$ 7,889,202 58 | |
| 2 | Atlantic and Danville Ry. Co., The | 218,386 00 | | \$ 386 00 |
| 3 | Big Sandy and Cumberland R. R. Co. | 22,829 50 | | 6,481 37 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 329 36 | 202 82 | |
| 5 | Cape Charles R. R. Co. | 4,000 93 | 13,341 36 | |
| 6 | Carolina, Clinchfield and Ohio Ry. | 957,264 23 | 837,332 38 | |
| 7 | Chesapeake and Ohio Ry. Co., The | 8,257,494 00 | 3,298,503 38 | |
| 8 | Chesapeake and Western R. R. Co. | 33,300 00 | | |
| 9 | Chesapeake Western Ry. | 98,293 13 | | 44,450 01 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 61,305 07 | 137,240 86 | |
| 11 | Danville and Western Ry. Co. | 88,614 46 | 37,583 90 | |
| 12 | Delaware, Maryland and Virginia R. R. Co. | 84,413 44 | | 167,239 03 |
| 13 | a Franklin and Pittsylvania R. R. Co. | | | |
| 14 | Interstate R. R. Co. | 17,926 27 | 36,538 10 | |
| 15 | Laurel Ry. Co. | | 6,687 91 | |
| 16 | Louisville and Nashville R. R. Co. | 7,699,650 72 | 8,630,943 98 | |
| 17 | Marion and Rye Valley Ry. Co. | 15,244 70 | 12,097 68 | |
| 18 | Nelson and Albemarle Ry. Co. | 12,399 06 | 16,759 29 | |
| 19 | New River, Holston and Western R. R. Co. | 3,235 80 | | 1,178 22 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 395,246 58 | 534,772 55 | |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 20,089 78 | 72,997 23 | |
| 22 | Norfolk Southern R. R. Co. | 612,291 46 | 834,877 31 | |
| 23 | Norfolk Terminal Ry. Co. | 41,945 89 | 3,795 00 | |
| 24 | Norfolk and Western Ry. Co. | 4,422,802 96 | 11,106,641 41 | |
| 25 | Potomac, Fredericksburg and Pied- mont R. R. Co. | 27,500 00 | 6,222 17 | |
| 26 | b Potomac R. R. Co. | | | |
| 27 | Richmond, Fredericksburg and Poto- mac R. R. Co. | 316,034 03 | 807,996 47 | |
| 28 | Richmond, Fredericksburg and Poto- mac and Richmond and Petersburg R. R. Connection Co. | 1,783 71 | 43,584 49 | |
| 29 | Richmond and Mecklenburg R. R. Co. | 12,600 00 | | |
| 30 | Roaring Fork R. R. Co. | 3,948 38 | | 11,102 99 |
| 31 | Rosslyn Connecting R. R. Co. | 268 19 | | 5,198 16 |
| 32 | Seaboard Air Line Ry. | 5,572,068 42 | 1,467,933 31 | |
| 33 | Southern Ry. Co. | 14,121,593 18 | 7,121,169 40 | |
| 34 | Surry, Sussex and Southampton Ry. Co. | | | 16,976 54 |
| 35 | Tidewater and Western R. R. Co. | 12,729 61 | 4,231 89 | |
| 36 | Valley Railroad Company of Virginia | 45,731 74 | | 103,240 54 |
| 37 | Virginia-Carolina Ry. Co. | 14,340 01 | 44,516 19 | |
| 38 | Virginia and Kentucky Ry. Co. | 3,478 85 | | 4,434 30 |
| 39 | Virginia Southern R. R. Co. | 6,861 25 | 12,635 47 | |
| 40 | Virginia and Southwestern Ry. Co. | 415,205 02 | 314,539 25 | |
| 41 | Virginian Ry. Co., The | 1,585,290 75 | 1,018,435 48 | |
| 42 | Virginian Terminal Ry. Co., The | 150,017 50 | 5,833 33 | |
| 43 | Washington Southern Ry. Co. | 352,391 12 | 151,336 99 | |
| 44 | Winchester and Potomac R. R. Co. | 13,085 00 | 8,631 83 | |
| 45 | Winchester and Strasburg R. R. Co. | | 28,301 66 | |
| | Total | \$ 51,590,758 37 | \$ 44,504,885 67 | \$ 380,687 16 |

TABLE No. 8—EARNINGS FROM OPERATION—TRANSPORTATION—
STATE OF VIRGINIA.

| No. | NAME OF COMPANY | Freight Revenue | Passenger Revenue | Excess Baggage Revenue |
|-----|---|--------------------|----------------------|------------------------------|
| 1 | Atlantic Coast Line R. R. Co..... | \$ 2,232,644 04 | \$ 583,017 83 | \$ 7,915 57 |
| 2 | a Atlantic and Danville Ry. Co., The..... | 46,307 44 | 4,347 67 | |
| 3 | Big Sandy and Cumberland R. R. Co..... | | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | 1,366 00 | 4,555 22 | 139 80 |
| 5 | Cape Charles R. R. Co..... | 29,889 50 | 4,360 10 | 5 25 |
| 6 | Carolina, Clinchfield and Ohio Ry..... | 580,183 08 | 52,622 06 | 338 78 |
| 7 | Chesapeake and Ohio Ry. Co., The..... | 9,347,034 49 | 2,146,745 27 | 23,658 71 |
| 8 | b Chesapeake and Western R. R. Co..... | | | |
| 9 | Chesapeake Western Ry..... | 52,449 26 | 24,053 68 | 146 58 |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | 11,531 77 | 12,757 55 | 170 07 |
| 11 | Danville and Western Ry. Co..... | 222,976 46 | 65,600 69 | 828 26 |
| 12 | c Delaware, Maryland and Virginia R. R. Co..... | | | |
| 13 | a Franklin and Pittsylvania R. R. Co..... | | | |
| 14 | Interstate R. R. Co..... | 82,536 11 | 25,934 65 | 120 91 |
| 15 | Laurel Ry. Co..... | 10,742 85 | 1,122 96 | 4 21 |
| 16 | Louisville and Nashville R. R. Co..... | 395,733 06 | 103,948 15 | 1,679 11 |
| 17 | Marion and Rye Valley Ry. Co..... | 71,785 57 | 4,637 28 | 41 95 |
| 18 | Nelson and Albemarle Ry. Co..... | 46,601 77 | 6,256 94 | |
| 19 | New River, Holston and Western R. R. Co..... | 15,949 55 | 3,986 80 | 3 40 |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 1,945,178 95 | 317,562 85 | 3,350 78 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co..... | | | |
| 22 | Norfolk Southern R. R. Co..... | 298,436 56 | 96,583 59 | 999 78 |
| 23 | g Norfolk Terminal Ry. Co..... | | | |
| 24 | Norfolk and Western Ry. Co..... | 17,913,683 38 | 3,011,523 23 | 42,163 54 |
| 25 | Potomac, Fredericksburg and Pied- mont R. R. Co..... | 61,681 44 | 10,395 63 | |
| 26 | d Potomac R. R. Co..... | | | |
| 27 | Richmond, Fredericksburg and Poto- mac R. R. Co..... | 1,587,992 59 | 1,017,603 99 | 12,492 46 |
| 28 | e Richmond, Fredericksburg and Poto- mac and Richmond and Petersburg R. R. Connection Co..... | | | |
| 29 | a Richmond and Mecklenburg R. R. Co..... | | | |
| 30 | Roaring Fork R. R. Co..... | 11,668 16 | 4,047 59 | |
| 31 | Rosslyn Connecting R. R. Co..... | 11,985 01 | | |
| 32 | Seaboard Air Line Ry..... | 1,729,911 27 | 267,607 82 | 2,752 83 |
| 33 | Scutcheon Ry. Co..... | 5,834,873 29 | 2,985,311 51 | 35,591 36 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | 128,262 90 | 5,694 52 | |
| 35 | Tidewater and Western R. R. Co..... | 81,069 66 | 13,678 91 | 53 13 |
| 36 | Valley Railroad Company of Virginia..... | 112,852 72 | 75,845 49 | 1,474 88 |
| 37 | Virginia-Carolina Ry. Co..... | 102,067 58 | 16,305 92 | 279 35 |
| 38 | Virginia and Kentucky Ry. Co..... | 6,892 97 | 4,810 40 | |
| 39 | Virginia Southern R. R. Co..... | 40,245 02 | 2,775 02 | |
| 40 | Virginia and Southwestern Ry. Co..... | 887,970 82 | 116,801 97 | 1,494 70 |
| 41 | Virginian Ry. Co., The..... | 3,548,147 64 | 170,734 38 | 1,711 05 |
| 42 | f Virginian Terminal Ry. Co., The..... | | | |
| 43 | Washington Southern Ry. Co..... | 478,096 02 | 437,070 28 | 5,061 77 |
| 44 | Winchester and Potomac R. R. Co..... | 50,491 07 | 15,657 09 | 238 77 |
| 45 | Winchester and Strasburg R. R. Co..... | 92,946 53 | 23,269 22 | 507 42 |
| | Total..... | \$ 48,072,184 53 | \$ 11,637,226 26 | \$ 143,214 40 |

a Included with Southern Railway Company.

b Included with Chesapeake Western Railway.

c No record kept as to revenues in Virginia.

d Included with Washington Southern Railway Company.

e Included with Richmond, Fredericksburg and Potomac Railroad Company.

f Included with The Virginian Railway Company.

g Passenger terminal facilities only.

TABLE No. 8—EARNINGS FROM OPERATION—TRANS

| No. | NAME OF COMPANY | Parlor and Chair Car Revenue | Mail Revenue | Express Revenue | Milk Revenue |
|-----|---|------------------------------------|-----------------|--------------------|-----------------|
| 1 | Atlantic Coast Line R. R. Co. | | \$ 48,248 86 | \$ 45,144 38 | |
| 2 | a Atlantic and Danville Ry. Co., The | | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | | 665 78 | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | | | 539 00 | |
| 5 | Cape Charles R. R. Co. | | 336 17 | 709 68 | |
| 6 | Carolina, Clinchfield and Ohio Ry. | | 2,799 14 | 4,321 89 | |
| 7 | Chesapeake and Ohio Ry. Co., The | \$ 26,860 87 | 146,877 21 | 241,541 52 | \$ 3,700 86 |
| 8 | b Chesapeake and Western R. R. Co. | | | | |
| 9 | Chesapeake Western Ry. | | 2,600 58 | 2,514 14 | |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | | 925 36 | 1,580 95 | 94 25 |
| 11 | Danville and Western Ry. Co. | | 5,497 25 | 3,991 19 | |
| 12 | c Delaware, Maryland and Virginia R. R. Co. | | | | |
| 13 | a Franklin and Pittsylvania R. R. Co. | | | | |
| 14 | Interstate R. R. Co. | | 468 10 | 2,071 62 | |
| 15 | Laurel Ry. Co. | | 175 91 | | |
| 16 | Louisville and Nashville R. R. Co. | | 8,394 89 | 6,890 63 | 19 09 |
| 17 | Marion and Rye Valley Ry. Co. | | 965 29 | | |
| 18 | Nelson and Albemarle Ry. Co. | | 856 21 | | |
| 19 | New River, Holston and Western R. R. Co. | | 883 51 | | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | | 24,962 03 | 73,996 03 | |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | | | | |
| 22 | Norfolk Southern R. R. Co. | 138 99 | 6,470 26 | 11,221 41 | |
| 23 | g Norfolk Terminal Ry. Co. | | | | |
| 24 | Norfolk and Western Ry. Co. | | 221,634 36 | 328,434 67 | |
| 25 | Potomac, Fredericksburg and Pied- mont R. R. Co. | | 1,728 52 | | |
| 26 | d Potomac R. R. Co. | | | | |
| 27 | Richmond, Fredericksburg and Poto- mac R. R. Co. | | 87,064 33 | 181,804 25 | 1,617 83 |
| 28 | e Richmond, Fredericksburg and Poto- mac and Richmond and Petersburg R. R. Connection Co. | | | | |
| 29 | a Richmond and Mecklenburg R. R. Co. | | | | |
| 30 | Roaring Fork R. R. Co. | | 488 56 | | |
| 31 | Rosslyn Connecting R. R. Co. | | | | |
| 32 | Seaboard Air Line Ry. | | 56,690 08 | 112,829 27 | |
| 33 | Southern Ry. Co. | | 318,897 57 | 333,646 86 | 32,477 03 |
| 34 | Surry, Sussex and Southampton Ry. Co. | | 860 13 | | |
| 35 | Tidewater and Western R. R. Co. | | 3,988 28 | 1,005 03 | |
| 36 | Valley Railroad Company of Virginia. | | 5,720 37 | 4,464 86 | 2 20 |
| 37 | Virginia-Carolina Ry. Co. | | 1,443 13 | | |
| 38 | Virginia and Kentucky Ry. Co. | | 218 07 | 911 91 | |
| 39 | Virginia Southern R. R. Co. | | 531 06 | | |
| 40 | Virginia and Southwestern Ry. Co. | | 7,457 40 | 12,304 71 | |
| 41 | Virginian Ry. Co., The | | 14,197 44 | 29,815 42 | |
| 42 | f Virginian Terminal Ry. Co., The | | | | |
| 43 | Washington Southern Ry. Co. | | 35,775 75 | 114,559 01 | 2,828 50 |
| 44 | Winchester and Potomac R. R. Co. | | 1,073 61 | 1,215 39 | 249 70 |
| 45 | Winchester and Strasburg R. R. Co. | | 1,880 09 | 2,176 63 | 54 51 |
| | Total | \$ 26,999 86 | \$1,010,825 41 | \$1,517,689 95 | \$ 41,044 00 |

a, b, c, d, e, f, g, see page 893.

PORTATION—STATE OF VIRGINIA—CONTINUED.

| Other Pass. Train Revenue | Total Pass. Service Train Revenue | Switching Revenue | Special Service Train Revenue | Miscellaneous Transportation Revenue | Total Revenue from Transportation | NO |
|---------------------------------|---|----------------------|----------------------------------|--|---|----|
| \$ 434 81 | \$ 684,761 45 | \$ 36,887 04 | \$ 842 56 | \$ 1,488 30 | \$ 2,956,623 39 | 1 |
| | 5,043 45 | | | | 51,350 89 | 2 |
| | 5,234 02 | | | | 6,800 02 | 3 |
| 82 | 5,412 02 | | | | 35,301 52 | 4 |
| 70 19 | 60,152 04 | 3,708 50 | 4,739 87 | | 648,783 49 | 5 |
| 21,797 09 | 2,611,181 53 | 70,582 91 | 32,642 67 | 768 00 | 12,062,209 00 | 6 |
| | 29,314 98 | 147 43 | | | 81,911 67 | 7 |
| 8 85 | 15,537 06 | 9 00 | 50 68 | 10 00 | 27,138 51 | 8 |
| 32 14 | 75,949 53 | 1,201 28 | | 28 19 | 300,155 46 | 9 |
| | | | | | | 10 |
| | 28,595 28 | 2,892 57 | 81 67 | | 114,105 63 | 11 |
| | 1,303 08 | | | | 12,043 93 | 12 |
| 65 27 | 120,997 14 | 632 00 | 100 00 | | 517,462 20 | 13 |
| | 5,644 52 | 507 25 | | 2,400 00 | 80,337 34 | 14 |
| | 7,113 15 | | | 772 66 | 54,487 58 | 15 |
| | 4,873 71 | | | | 20,823 26 | 16 |
| 1,094 34 | 420,996 03 | 20,050 00 | 931 14 | 45,697 63 | 2,432,843 75 | 17 |
| | | 225,801 97 | | | 225,801 97 | 18 |
| 891 85 | 116,305 88 | 4,558 51 | 4,663 64 | | 423,964 59 | 19 |
| 4,525 00 | 3,608,280 80 | 99,398 73 | 25,994 36 | 10,833 99 | 21,658,193 26 | 20 |
| | 12,124 15 | | | | 73,805 59 | 21 |
| | | | | | | 22 |
| 15,951 86 | 1,316,534 72 | 28,692 23 | 4,180 54 | 7,454 07 | 2,944,854 15 | 23 |
| | | | | | | 24 |
| | 4,536 15 | 2,331 38 | | 6,981 00 | 25,516 69 | 25 |
| | | 124 00 | | | 12,109 01 | 26 |
| 78 72 | 439,958 72 | 55,917 13 | 6,849 85 | 533 16 | 2,233,170 13 | 27 |
| 6,875 15 | 3,712,798 98 | 105,934 41 | 16,070 45 | 699 91 | 9,670,377 04 | 28 |
| | 6,554 65 | | | | 134,817 55 | 29 |
| 12 00 | 18,737 35 | 8 00 | | 1,298 54 | 101,113 55 | 30 |
| 180 91 | 87,688 71 | 4,375 06 | | 103 00 | 205,019 49 | 31 |
| | 18,028 40 | | | | 120,093 98 | 32 |
| 33 12 | 5,973 50 | | | | 12,866 47 | 33 |
| | 3,306 10 | | | | 43,551 12 | 34 |
| 25 00 | 138,073 87 | 3,176 70 | 1,001 99 | | 1,030,223 38 | 35 |
| 796 97 | 217,256 26 | 15,867 02 | 2,328 14 | | 3,783,598 06 | 36 |
| | | | | | | 37 |
| 8,670 34 | 603,965 65 | 124,920 37 | 1,499 68 | 432 86 | 1,203,904 58 | 38 |
| 60 96 | 18,495 52 | 340 82 | 16 07 | 3 21 | 69,346 69 | 39 |
| 65 31 | 27,953 18 | | | | 120,899 71 | 40 |
| \$61,670 70 | \$ 14,439,670 58 | \$ 808,064 31 | \$ 101,983 31 | \$ 79,506 52 | \$ 63,600,409 25 | 41 |

TABLE No. 8—CONTINUED—OTHER EARNINGS

| Number | NAME OF COMPANY | Station and Train Privileges | Parcel Room Receipts | Storage-Freight |
|--------|---|------------------------------|----------------------|-----------------|
| 1 | Atlantic Coast Line R. R. Co. | \$ 2,550 49 | \$ 95 00 | \$ 1,001 61 |
| 2 | a Atlantic and Danville Ry. Co., The | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | | | |
| 5 | Cape Charles R. R. Co. | 8 35 | | 25 07 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 271 87 | | 108 02 |
| 7 | Chesapeake and Ohio Ry. Co., The | 9,665 90 | 2,958 44 | 5,302 77 |
| 8 | b Chesapeake and Western R. R. Co. | | | |
| 9 | Chesapeake Western Ry. | | | 12 29 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 1 33 | | 97 37 |
| 11 | Danville and Western Ry. Co. | 75 | | 110 95 |
| 12 | c Delaware, Maryland and Virginia R. R. Co. | | | |
| 13 | a Franklin and Pittsylvania R. R. Co. | | | |
| 14 | Interstate R. R. Co. | | | 125 01 |
| 15 | Laurel Ry. Co. | | | |
| 16 | Louisville and Nashville R. R. Co. | 203 69 | | 547 53 |
| 17 | Marion and Rye Valley Ry. Co. | | | |
| 18 | Nelson and Albemarle Ry. Co. | | | |
| 19 | New River, Holston and Western R. R. Co. | | | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 1,358 31 | 187 88 | 2,246 25 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | | | |
| 22 | Norfolk Southern R. R. Co. | 374 27 | 12 75 | 549 87 |
| 23 | d Norfolk Terminal Ry. Co. | | | |
| 24 | Norfolk and Western Ry. Co. | 7,529 56 | 2,090 55 | 9,200 48 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | | | |
| 26 | f Potomac R. R. Co. | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 1,636 61 | | 2,533 03 |
| 28 | e Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | | |
| 29 | a Richmond and Mecklenburg R. R. Co. | | | |
| 30 | Roaring Fork R. R. Co. | | | |
| 31 | Rosslyn Connecting R. R. Co. | | | |
| 32 | Seaboard Air Line Ry. | 455 28 | | 1,033 81 |
| 33 | Southern Ry. Co. | 6,905 54 | 1,840 85 | 5,929 42 |
| 34 | Surry, Sussex and Southampton Ry. Co. | | | |
| 35 | Tidewater and Western R. R. Co. | | | |
| 36 | Valley Railroad Company of Virginia | 226 98 | 38 55 | 159 53 |
| 37 | Virginia-Carolina Ry. Co. | | | |
| 38 | Virginia and Kentucky Ry. Co. | | | |
| 39 | Virginia Southern R. R. Co. | | | |
| 40 | Virginia and Southwestern Ry. Co. | 671 43 | | 461 00 |
| 41 | Virginian Ry. Co., The | 1,326 20 | | 802 78 |
| 42 | i Virginian Terminal Ry. Co., The | | | |
| 43 | Washington Southern Ry. Co. | 458 64 | | 440 26 |
| 44 | Winchester and Potomac R. R. Co. | 57 16 | 7 73 | 24 75 |
| 45 | Winchester and Strasburg R. R. Co. | 63 72 | 18 50 | 18 99 |
| | Total | \$ 33,766 08 | \$ 7,850 05 | \$ 31,646 34 |

aIncluded with Southern Railway Company.

bIncluded with Chesapeake Western Railway.

cIncluded with Washington Southern Railway Company.

dNo record kept as to revenue in Virginia.

eIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

fIncluded with The Virginian Railway Company.

gPassenger terminal facilities only.

FROM OPERATION—STATE OF VIRGINIA.

| Storage— Baggage | Car Service | Telegraph and Telephone Service | Rents of Buildings and Other Property | Miscellane- ous | Joint Facilities Revenue —Dr. | Joint Facilities Revenue —Cr. | Total Revenue from Opera- tions Other Than Transportation | Number |
|---------------------|----------------|--|--|--------------------|--|--|--|--------|
| \$ 346 40 | \$ 11,305 48 | ----- | \$ 654 48 | \$ 7,095 10 | \$ 195 44 | \$ 99 96 | \$ 23,553 08 | 1 |
| ----- | Def. 4 00 | ----- | ----- | ----- | ----- | ----- | Def. 4 00 | 2 |
| ----- | 10 00 | ----- | 272 00 | ----- | ----- | ----- | 315 42 | 3 |
| 10 60 | 1,397 00 | \$ 159 18 | 494 88 | 141 85 | ----- | ----- | 2,583 40 | 4 |
| 808 78 | 49,876 27 | 3,116 25 | 3,760 51 | 86,984 58 | ----- | 1,544 18 | 164,017 68 | 5 |
| ----- | 150 00 | ----- | 172 51 | 10 00 | ----- | ----- | 344 80 | 6 |
| 18 90 | 96 40 | 240 24 | 321 40 | 13 05 | ----- | ----- | 788 59 | 7 |
| ----- | 610 18 | ----- | 63 56 | 132 39 | ----- | ----- | 917 86 | 8 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 9 |
| ----- | 218 06 | ----- | 732 67 | 5 80 | ----- | ----- | 1,081 54 | 10 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 11 |
| 16 10 | 13,400 00 | 439 68 | 264 00 | 194 67 | ----- | 523 50 | 15,325 19 | 12 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 264 00 | 13 |
| ----- | ----- | 149 72 | ----- | ----- | ----- | ----- | 149 72 | 14 |
| 195 09 | 24,963 71 | 9,450 95 | 1,299 44 | 5,008 56 | ----- | ----- | 44,710 19 | 15 |
| ----- | 9,186 17 | ----- | 39 64 | 1,521 75 | ----- | ----- | 10,747 56 | 16 |
| 12 60 | 1,287 99 | ----- | 4,172 80 | 622 40 | ----- | 249 54 | 7,282 22 | 17 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 18 |
| 1,949 40 | 63,007 00 | ----- | 16,262 67 | 53,955 82 | 279 63 | 2,071 40 | 156,387 25 | 19 |
| ----- | ----- | ----- | 100 00 | ----- | ----- | ----- | 100 00 | 20 |
| 551 25 | 13,864 00 | ----- | 1,100 00 | 3,566 35 | ----- | 206 82 | 23,758 06 | 21 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 22 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 23 |
| ----- | 8 13 | ----- | ----- | ----- | ----- | ----- | 8 13 | 24 |
| 9 85 | 11,778 75 | ----- | 8,823 81 | 9,340 19 | ----- | 2,117 02 | 33,563 71 | 25 |
| 834 24 | 17,997 21 | ----- | 23,171 38 | 6,816 08 | 02 | 1,573 39 | 65,067 89 | 26 |
| ----- | ----- | ----- | ----- | 2,146 68 | ----- | ----- | 2,146 68 | 27 |
| ----- | ----- | 331 91 | 356 61 | 4,733 28 | ----- | ----- | 5,421 80 | 28 |
| 17 80 | 498 00 | ----- | ----- | 203 49 | ----- | ----- | 1,444 35 | 29 |
| ----- | ----- | 213 55 | ----- | ----- | ----- | ----- | 213 55 | 30 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 31 |
| 5 66 | 970 48 | ----- | 1,029 53 | 810 29 | ----- | 19 04 | 3,968 03 | 32 |
| 15 85 | 4,223 17 | 4,125 22 | 11,455 78 | 14,020 00 | ----- | 1,679 65 | 37,648 65 | 33 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 34 |
| 48 60 | 2,070 00 | ----- | 211 00 | 10,055 47 | 6,898 36 | ----- | 6,385 61 | 35 |
| 11 24 | 206 70 | ----- | ----- | 18 01 | ----- | ----- | 335 59 | 36 |
| 31 89 | 166 00 | ----- | ----- | 31 80 | ----- | ----- | 330 90 | 37 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 38 |
| \$4,884 25 | \$227,286 70 | \$ 18,226 70 | \$ 74,758 67 | \$207,427 61 | \$7,373 45 | \$10,084 50 | \$608,557 45 | 39 |

TABLE No. 8—CONTINUED—EARNINGS FROM OPER

| No. | NAME OF COMPANY |
|-----|---|
| 1 | Atlantic Coast Line R. R. Co..... |
| 2 | Atlantic and Danville Ry. Co., The..... |
| 3 | Big Sandy and Cumberland R. R. Co..... |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... |
| 5 | Cape Charles R. R. Co..... |
| 6 | Carolina, Clinchfield and Ohio Ry..... |
| 7 | Chesapeake and Ohio Ry. Co., The..... |
| 8 | Chesapeake and Western R. R. Co..... |
| 9 | Chesapeake Western Ry..... |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... |
| 11 | Danville and Western Ry. Co..... |
| 12 | Delaware, Maryland and Virginia R. R. Co..... |
| 13 | Franklin and Pittsylvania R. R. Co..... |
| 14 | Interstate R. R. Co..... |
| 15 | Laurel Ry. Co..... |
| 16 | Louisville and Nashville R. R. Co..... |
| 17 | Marion and Rye Valley Ry. Co..... |
| 18 | Nelson and Albemarle Ry. Co..... |
| 19 | New River, Holston and Western R. R. Co..... |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co..... |
| 22 | Norfolk Southern R. R. Co..... |
| 23 | Norfolk Terminal Ry. Co..... |
| 24 | Norfolk and Western Ry. Co..... |
| 25 | Potomac R. R. Co..... |
| 26 | Potomac, Fredericksburg and Piedmont R. R. Co..... |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co..... |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co..... |
| 29 | Richmond and Mecklenburg R. R. Co..... |
| 30 | Roaring Fork R. R. Co..... |
| 31 | Rosslyn Connecting R. R. Co..... |
| 32 | Seaboard Air Line Ry..... |
| 33 | Southern Ry. Co..... |
| 34 | Surry, Sussex and Southampton Ry. Co..... |
| 35 | Tidewater and Western R. R. Co..... |
| 36 | Valley Railroad Company of Virginia..... |
| 37 | Virginia-Carolina Ry. Co..... |
| 38 | Virginia and Kentucky Ry. Co..... |
| 39 | Virginia Southern R. R. Co..... |
| 40 | Virginia and Southwestern Ry. Co..... |
| 41 | Virginian Ry. Co., The..... |
| 42 | Virginian Terminal Ry. Co., The..... |
| 43 | Washington Southern Ry. Co..... |
| 44 | Winchester and Potomac R. R. Co..... |
| 45 | Winchester and Strasburg R. R. Co..... |
| | Total..... |

aIncluded with Southern Railway Company.

bIncluded with Chesapeake Western Railway.

cNo record kept as to revenues in Virginia.

dIncluded with Washington Southern Railway Company.

eIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

fIncluded with The Virginian Railway Company.

gPassenger terminal facilities only.

Gross earnings in Virginia are 22.29 per cent. of gross earnings of entire line, an increase of 10-100 of 1 per cent. over 1912; the mileage basis being 17.91 per cent. operated in Virginia of total mileage operated. Net earnings—Virginia, \$21,552,828.96 an increase of \$136,894.91 or 64-100 of 1 per cent.

ATION—RECAPITULATION—STATE OF VIRGINIA.

| Freight Earnings | Passenger Earnings | Other Earnings | Total Gross Earnings From Operation | Earnings Per Mile | No. |
|---------------------|-----------------------|-------------------|---|----------------------|-----|
| \$ 2,232,644 04 | \$ 684,761 45 | \$ 62,770 98 | \$ 2,980,176 47 | \$ 21,236 91 | 1 |
| 46,307 44 | 5,043 45 | | 51,350 89 | 2,775 72 | 2 |
| 1,366 00 | 5,234 02 | Def. 4 00 | 6,598 02 | 1,465 78 | 3 |
| 29,889 50 | 5,413 02 | 315 43 | 35,616 94 | 2,919 42 | 4 |
| 580,183 08 | 60,152 04 | 11,031 77 | 651,366 89 | 8,936 42 | 5 |
| 9,347,034 49 | 2,611,181 53 | 268,011 26 | 12,262,227 28 | 15,644 56 | 6 |
| | | | | | 7 |
| 32,449 26 | 29,314 98 | 492 23 | 82,256 47 | 2,008 21 | 8 |
| 11,531 77 | 15,537 06 | 858 27 | 27,927 10 | 3,042 17 | 9 |
| 222,976 46 | 75,949 53 | 2,147 33 | 301,073 32 | 3,994 60 | 10 |
| | | | | | 11 |
| | | | | | 12 |
| 82,536 11 | 28,595 28 | 4,065 78 | 115,187 17 | 3,290 13 | 13 |
| 10,742 85 | 1,303 08 | | 12,045 93 | 2,694 84 | 14 |
| 395,733 06 | 120,997 14 | 16,057 19 | 532,787 39 | 6,565 46 | 15 |
| 71,785 57 | 5,644 52 | 3,171 25 | 80,601 34 | 4,453 11 | 16 |
| 46,601 77 | 7,113 15 | 772 66 | 54,487 58 | 3,239 45 | 17 |
| 15,949 55 | 4,873 71 | 149 72 | 20,972 98 | 1,018 11 | 18 |
| 1,945,178 95 | 420,986 03 | 111,388 96 | 2,477,553 94 | 26,079 52 | 19 |
| | | 236,549 53 | 236,549 53 | 16,908 47 | 20 |
| 298,436 56 | 116,305 88 | 16,504 37 | 431,246 81 | 5,747 66 | 21 |
| | | | | | 22 |
| 17,913,683 38 | 3,606,280 80 | 292,616 33 | 21,814,580 51 | 18,894 28 | 23 |
| 61,681 44 | 12,124 15 | 100 00 | 73,905 59 | 1,965 57 | 24 |
| | | | | | 25 |
| 1,587,992 59 | 1,316,534 72 | 64,084 90 | 2,968,612 21 | 33,857 35 | 26 |
| | | | | | 27 |
| | | | | | 28 |
| 11,668 16 | 4,536 15 | 9,312 38 | 25,515 69 | 2,112 31 | 29 |
| 11,965 01 | | 132 13 | 12,117 14 | 3,858 96 | 30 |
| 1,729,911 27 | 439,958 72 | 96,863 85 | 2,266,733 84 | 14,391 96 | 31 |
| 5,834,873 29 | 3,712,798 98 | 187,772 66 | 9,735,444 93 | 10,759 06 | 32 |
| 128,262 90 | 6,554 65 | 2,146 68 | 136,964 23 | 4,874 17 | 33 |
| 81,069 66 | 19,737 35 | 6,728 34 | 106,535 35 | 1,151 23 | 34 |
| 112,832 72 | 87,688 71 | 5,622 41 | 206,163 84 | 3,318 80 | 35 |
| 102,067 58 | 18,028 40 | 213 55 | 120,309 53 | 4,023 73 | 36 |
| 6,892 97 | 5,973 50 | | 12,866 47 | 2,680 51 | 37 |
| 40,245 02 | 3,306 10 | | 43,551 12 | 3,629 26 | 38 |
| 867,970 82 | 138,073 87 | 8,146 72 | 1,034,191 41 | 7,644 26 | 39 |
| 3,548,147 64 | 217,255 26 | 55,843 81 | 3,821,246 71 | 11,456 64 | 40 |
| | | | | | 41 |
| 478,096 02 | 603,965 65 | 133,228 52 | 1,215,290 19 | 37,812 39 | 42 |
| 50,491 07 | 18,495 52 | 695 69 | 69,682 28 | 6,210 54 | 43 |
| 92,946 53 | 27,953 18 | 330 90 | 121,230 61 | 6,380 56 | 44 |
| | | | | | 45 |
| \$48,072,184 53 | \$ 14,438,670 58 | \$ 1,598,111 59 | \$ 64,108,966 70 | \$ 13,835 46 | |

Comparison with 1912:

| | |
|---|-----------------|
| Freight, increase..... | \$ 3,593,974 88 |
| Passenger, increase..... | 716,978 74 |
| Excess baggage, increase..... | 3,896 68 |
| Parlor and chair car, increase..... | 2,545 56 |
| Mail, increase..... | 17,369 18 |
| Express, increase..... | 58,963 63 |
| Milk, increase..... | 9,550 92 |
| Other passenger train, increase..... | 10,661 17 |
| Miscellaneous transportation, increase..... | 92,940 44 |
| Other than transportation, increase..... | 87,602 42 |

Total—Virginia, increase.....\$ 4,575,881 78 or 7.69 per cent.

Earnings per mile—Virginia, increase.....1,227 73

Percentage of total earnings:

| | |
|-----------------------------------|--|
| Freight..... | 74.99 per cent., an increase of .28 per cent. over 1912. |
| Passenger..... | 18.15 per cent., a decrease of .19 per cent. from 1912. |
| Excess baggage..... | .22 per cent., a decrease of .01 per cent. from 1912. |
| Parlor and chair car..... | .04 per cent. |
| Mail..... | 1.58 per cent., a decrease of .09 per cent. from 1912. |
| Express..... | 2.37 per cent., a decrease of .08 per cent. from 1912. |
| Milk..... | .60 per cent., a decrease of .02 per cent. from 1912. |
| Other passenger train..... | .10 per cent., an increase of .01 per cent. over 1912. |
| Miscellaneous transportation..... | 1.54 per cent., an increase of .03 per cent. over 1912. |
| Other than transportation..... | .95 per cent., an increase of .07 per cent. over 1912. |

TABLE No. 8—CONTINUED—EARNINGS FROM OPERATION—

| No. | NAME OF COMPANY | Freight Revenue | Passenger Revenue |
|-----|--|--------------------|----------------------|
| 1 | Atlantic Coast Line R. R. Co..... | \$ 24,497,523 25 | \$ 8,931,836 16 |
| 2 | Big Sandy and Cumberland R. R. Co..... | 67,063 07 | 6,296 24 |
| 3 | Carolina, Clinchfield and Ohio Ry..... | 2,244,831 45 | 183,228 87 |
| 4 | Chesapeake and Ohio Ry. Co., The..... | 27,549,696 17 | 5,858,136 22 |
| 5 | Cumberland Valley and Martinsburg R. R. Co..... | 437,486 82 | 62,746 24 |
| 6 | Danville and Western Ry. Co..... | 245,568 79 | 72,247 46 |
| 7 | Delaware, Maryland and Virginia R. R. Co..... | 241,750 31 | 123,336 65 |
| 8 | Laurel Ry. Co..... | 35,579 31 | 4,522 06 |
| 9 | Louisville and Nashville R. R. Co..... | 42,924,952 36 | 12,635,657 94 |
| 10 | New York, Philadelphia and Norfolk R. R. Co..... | 3,001,819 36 | 496,565 72 |
| 11 | Norfolk Southern R. R. Co..... | 2,264,313 82 | 795,561 46 |
| 12 | Norfolk and Western Ry. Co..... | 37,588,023 87 | 4,715,293 65 |
| 13 | Seaboard Air Line Ry..... | 16,788,111 56 | 5,221,199 62 |
| 14 | Southern Ry. Co..... | 44,943,747 82 | 18,220,499 43 |
| 15 | Virginia and Southwestern Ry. Co..... | 1,585,662 17 | 174,029 31 |
| 16 | Virginian Ry. Co., The..... | 5,350,848 50 | 337,362 27 |
| 17 | Washington Southern Ry. Co..... | 478,096 02 | 499,181 90 |
| 18 | Winchester and Potomac R. R. Co..... | 141,431 56 | 43,857 39 |
| | Total..... | \$ 210,386,526 21 | \$ 58,581,572 79 |

OTHER EARNINGS FROM OPERATION—

| No. | NAME OF COMPANY |
|-----|--|
| 1 | Atlantic Coast Line R. R. Co..... |
| 2 | Big Sandy and Cumberland R. R. Co..... |
| 3 | Carolina, Clinchfield and Ohio Ry..... |
| 4 | Chesapeake and Ohio Ry. Co., The..... |
| 5 | Cumberland Valley and Martinsburg R. R. Co..... |
| 6 | Danville and Western Ry. Co..... |
| 7 | Delaware, Maryland and Virginia R. R. Co..... |
| 8 | Laurel Ry. Co..... |
| 9 | Louisville and Nashville R. R. Co..... |
| 10 | New York, Philadelphia and Norfolk R. R. Co..... |
| 11 | Norfolk Southern R. R. Co..... |
| 12 | Norfolk and Western Ry. Co..... |
| 13 | Seaboard Air Line Ry..... |
| 14 | Southern Ry. Co..... |
| 15 | Virginia and Southwestern Ry. Co..... |
| 16 | Virginian Ry. Co., The..... |
| 17 | Washington Southern Ry. Co..... |
| 18 | Winchester and Potomac R. R. Co..... |
| | Total..... |

TRANSPORTATION—INTERSTATE RAILROADS—ENTIRE LINE.

| Excess Baggage Revenue | Parlor and Chair Car Revenue | Mail Revenue | Express Revenue | Milk Revenue | No. |
|---------------------------|------------------------------------|-----------------|--------------------|-----------------|-----|
| \$ 110,312 52 | | \$ 620,827 08 | \$ 1,268,749 86 | | 1 |
| 1,514 43 | | 1,007 94 | | | 2 |
| 70,666 19 | \$ 50,260 84 | 11,461 43 | 11,287 40 | | 3 |
| 714 30 | | 386,639 91 | 599,344 74 | \$ 14,218 87 | 4 |
| 912 18 | | 3,393 00 | 5,194 54 | 369 86 | 5 |
| 673 13 | | 6,034 24 | 4,395 58 | | 6 |
| 16 95 | | 9,145 86 | 13,028 40 | 18 70 | 7 |
| 182,073 69 | 9,094 25 | 703 66 | | 60,741 69 | 8 |
| 5,220 17 | | 886,175 61 | 1,493,302 81 | | 9 |
| 7,585 56 | 1,054 55 | 32,434 90 | 115,278 02 | | 10 |
| 64,243 51 | | 49,091 50 | 85,139 70 | | 11 |
| 53,717 16 | 3,592 65 | 352,722 20 | 552,906 88 | | 12 |
| 231,660 55 | 2,833 90 | 518,681 72 | 855,888 14 | 64,556 71 | 13 |
| 2,215 97 | | 1,379,165 00 | 2,008,008 99 | | 14 |
| 2,580 38 | | 13,571 96 | 18,365 24 | | 15 |
| 5,601 97 | | 21,410 71 | 44,963 69 | | 16 |
| 668 82 | | 39,593 75 | 126,784 81 | 3,130 36 | 17 |
| | | 3,007 30 | 3,404 46 | 699 45 | 18 |
| \$ 740,377 78 | \$ 66,836 19 | \$ 4,335,087 77 | \$ 7,206,043 26 | \$ 143,735 63 | |

INTERSTATE RAILROADS—ENTIRE LINE.

| Station and Train Privileges | Parcel Room Receipts | Storage— Freight | Storage— Baggage | Car Service | No. |
|------------------------------------|----------------------------|---------------------|---------------------|----------------|-----|
| \$ 27,051 85 | \$ 1,138 95 | \$ 38,537 25 | \$ 828 47 | \$ 83,462 75 | 1 |
| 1,087 50 | | 1,007 53 | 40 90 | 5,623 00 | 2 |
| 23,306 00 | 3,997 59 | 18,145 70 | 1,667 69 | 91,917 74 | 3 |
| 22 24 | | 122 18 | 48 40 | 353 48 | 4 |
| 83 | | 122 22 | | 672 00 | 5 |
| 60 14 | 99 50 | 113 29 | 79 60 | 951 74 | 6 |
| 24,618 39 | | 56,451 07 | 8,027 80 | 217,186 98 | 7 |
| 2,116 10 | 187 88 | 2,544 35 | 221 14 | 26,796 00 | 8 |
| 2,639 73 | 96 70 | 4,171 99 | 95 65 | 9,772 32 | 9 |
| 13,105 70 | 3,699 92 | 14,357 45 | 3,106 65 | 97,943 30 | 10 |
| 8,885 51 | | 144,795 80 | 1,002 80 | 83,273 65 | 11 |
| 51,168 43 | 11,514 15 | 74,143 91 | 5,296 09 | 170,667 90 | 12 |
| 1,002 14 | | 824 28 | 8 45 | 1,733 00 | 13 |
| 2,000 00 | | 1,210 65 | 23 90 | 6,368 83 | 14 |
| 508 64 | | 440 26 | 48 60 | 2,070 00 | 15 |
| 160 11 | 21 65 | 97 34 | 31 47 | 579 00 | 16 |
| \$ 157,933 31 | \$ 20,756 34 | \$ 357,085 27 | \$ 20,527 61 | \$ 799,371 69 | 17 |

TABLE No. 8—EARNINGS FROM OPERATION—TRANSPORTA

| No. | NAME OF COMPANY | |
|-----|--|-------|
| | | |
| 1 | Atlantic Coast Line R. R. Co. | ..... |
| 2 | Big Sandy and Cumberland R. R. Co. | ..... |
| 3 | Carolina, Clinchfield and Ohio Ry. | ..... |
| 4 | Chesapeake and Ohio Ry. Co., The | ..... |
| 5 | Cumberland Valley and Martinsburg R. R. Co. | ..... |
| 6 | Danville and Western Ry. Co. | ..... |
| 7 | Delaware, Maryland and Virginia R. R. Co. | ..... |
| 8 | Laurel Ry. Co. | ..... |
| 9 | Louisville and Nashville R. R. Co. | ..... |
| 10 | New York, Philadelphia and Norfolk R. R. Co. | ..... |
| 11 | Norfolk Southern R. R. Co. | ..... |
| 12 | Norfolk and Western Ry. Co. | ..... |
| 13 | Seaboard Air Line Ry. | ..... |
| 14 | Southern Ry. Co. | ..... |
| 15 | Virginia and Southwestern Ry. Co. | ..... |
| 16 | Virginian Ry. Co., The | ..... |
| 17 | Washington Southern Ry. Co. | ..... |
| 18 | Winchester and Potomac R. R. Co. | ..... |
| | Total | ..... |

OTHER EARNINGS FROM OPERATION—

| No. | NAME OF COMPANY | |
|-----|--|-------|
| | | |
| 1 | Atlantic Coast Line R. R. Co. | ..... |
| 2 | Big Sandy and Cumberland R. R. Co. | ..... |
| 3 | Carolina, Clinchfield and Ohio Ry. | ..... |
| 4 | Chesapeake and Ohio Ry. Co., The | ..... |
| 5 | Cumberland Valley and Martinsburg R. R. Co. | ..... |
| 6 | Danville and Western Ry. Co. | ..... |
| 7 | Delaware, Maryland and Virginia R. R. Co. | ..... |
| 8 | Laurel Ry. Co. | ..... |
| 9 | Louisville and Nashville R. R. Co. | ..... |
| 10 | New York, Philadelphia and Norfolk R. R. Co. | ..... |
| 11 | Norfolk Southern R. R. Co. | ..... |
| 12 | Norfolk and Western Ry. Co. | ..... |
| 13 | Seaboard Air Line Ry. | ..... |
| 14 | Southern Ry. Co. | ..... |
| 15 | Virginia and Southwestern Ry. Co. | ..... |
| 16 | Virginian Ry. Co., The | ..... |
| 17 | Washington Southern Ry. Co. | ..... |
| 18 | Winchester and Potomac R. R. Co. | ..... |
| | Total | ..... |

TION—INTERSTATE RAILROADS—ENTIRE LINE—CONTINUED.

| Other Passenger Train Revenue | Total Passen- ger Service Train Revenue | Switching Revenue | Special Service Train Revenue | Miscellaneous Transportation Revenue | Total Revenue from Transportation | |
|--|--|----------------------|-------------------------------------|--|---|----|
| \$ 9,707 05 | \$10,941,432 67 | \$ 240,115 01 | \$ 29,828 62 | \$ 2,650 75 | \$ 35,711,550 30 | 1 |
| 683 31 | 7,306 18 | 7,780 50 | 8,150 50 | | 74,389 25 | 2 |
| 60,417 67 | 208,175 44 | 142,631 97 | 57,858 94 | 924 00 | 2,468,937 89 | 3 |
| 35 53 | 7,039,686 44 | 1,330 00 | 167 23 | 197 00 | 34,790,797 52 | 4 |
| 35 40 | 72,453 56 | 1,323 00 | | 31 05 | 511,634 61 | 5 |
| 681 39 | 83,644 86 | | 717 91 | 67 89 | 330,567 70 | 6 |
| | 146,884 13 | | | | 389,420 24 | 7 |
| | 5,242 67 | | | | 40,821 98 | 8 |
| 7,843 98 | 15,474,889 67 | 511,443 60 | 27,438 95 | 2,145 00 | 58,940,869 58 | 9 |
| 1,586 99 | 651,085 80 | 20,134 00 | 2,016 09 | 46,113 74 | 3,721,168 99 | 10 |
| 6,766 70 | 945,219 47 | 34,586 60 | 35,384 24 | | 3,279,504 13 | 11 |
| 7,460 33 | 5,692,626 77 | 168,815 35 | 31,073 41 | 14,871 96 | 43,495,411 36 | 12 |
| 1,535 68 | 6,654,615 17 | 255,690 06 | 29,090 72 | 1,453 42 | 23,728,960 93 | 13 |
| 31,496 35 | 21,938,211 23 | 779,698 22 | 102,755 85 | 42,212 83 | 67,806,615 95 | 14 |
| 25 00 | 208,207 48 | 5,294 50 | 1,495 50 | | 1,800,659 65 | 15 |
| 1,201 88 | 407,518 93 | 23,928 55 | 3,511 00 | | 5,785,806 98 | 16 |
| 9,595 64 | 683,888 43 | 124,920 37 | 1,648 66 | 479 05 | 1,289,632 53 | 17 |
| 170 76 | 51,806 18 | 954 69 | 45 00 | 9 00 | 194,248 43 | 18 |
| \$ 139,243 66 | \$71,212,897 08 | \$ 2,318,636 42 | \$ 331,162 62 | \$ 111,155 69 | \$ 284,360,398 02 | |

INTERSTATE RAILROADS—ENTIRE LINE—CONTINUED.

| Telegraph and Tele- phone Service | Rents of Buildings and Other Property | Miscellaneous | Joint Facilities Revenue—Dr. | Joint Facilities Revenue—Cr. | Total Revenue from Operation Other Than Transportation | No. |
|--|--|----------------|------------------------------------|------------------------------------|---|-----|
| | \$ 9,741 35 | \$ 238,095 31 | \$ 5,513 59 | \$ 18,178 87 | \$ 411,521 21 | 1 |
| | | | | | | 2 |
| \$ 636 74 | 2,458 97 | 603 56 | | | 11,458 20 | 3 |
| 7,477 89 | 15,569 04 | 99,541 04 | 2,252 63 | 35,110 74 | 294,480 80 | 4 |
| 880 73 | 1,037 84 | 20 03 | | | 2,484 92 | 5 |
| | 70 00 | 145 80 | | | 1,010 85 | 6 |
| 3,743 14 | 95 50 | | | | 5,142 91 | 7 |
| | | | | | | 8 |
| 23,968 41 | 56,600 02 | 43,398 23 | 3,908 12 | 98,485 78 | 524,829 56 | 9 |
| 17,940 79 | 5,452 54 | 5,072 05 | | | 80,330 85 | 10 |
| | 31,660 06 | 4,722 35 | | 1,893 29 | 58,252 09 | 11 |
| | 29,442 27 | 78,832 42 | 565 60 | 4,587 05 | 244,509 16 | 12 |
| | 37,595 69 | 507,292 88 | | 16,057 36 | 798,903 69 | 13 |
| | 39,568 50 | 54,569 98 | 1,034 64 | 316,979 93 | 722,874 25 | 14 |
| | 1,029 53 | 1,350 48 | | 19 04 | 5,966 92 | 15 |
| 6,221 12 | 17,276 10 | 21,143 12 | | 2,533 03 | 56,776 75 | 16 |
| | 211 00 | 10,055 47 | 6,898 36 | 22,921 53 | 29,357 14 | 17 |
| | | 50 46 | | | 940 03 | 18 |
| | | | | | | |
| \$ 60,869 82 | \$ 247,808 41 | \$1,064,893 20 | \$ 20,172 94 | \$ 516,766 62 | \$3,225,839 33 | |

TABLE No. 8—CONTINUED—EARNINGS FROM OPERATION

| No. | NAME OF COMPANY |
|-----|--|
| 1 | Atlantic Coast Line R. R. Co..... |
| 2 | Big Sandy and Cumberland R. R. Co..... |
| 3 | Carolina, Clinchfield and Ohio Ry..... |
| 4 | Chesapeake and Ohio Ry. Co., The..... |
| 5 | Cumberland Valley and Martinsburg R. R. Co..... |
| 6 | Danville and Western Ry. Co..... |
| 7 | Delaware, Maryland and Virginia R. R. Co..... |
| 8 | Laurel Ry. Co..... |
| 9 | Louisville and Nashville R. R. Co..... |
| 10 | New York, Philadelphia and Norfolk R. R. Co..... |
| 11 | Norfolk Southern R. R. Co..... |
| 12 | Norfolk and Western Ry. Co..... |
| 13 | Seaboard Air Line Ry..... |
| 14 | Southern Ry. Co..... |
| 15 | Virginia and Southwestern Ry. Co..... |
| 16 | Virginian Ry. Co., The..... |
| 17 | Washington Southern Ry. Co..... |
| 18 | Winchester and Potomac R. R. Co..... |
| | Total..... |

Gross earnings—Entire line, an increase of \$19,324,574.85 or 7.20 per cent.

Net earnings—Entire line, \$97,356,538.33, an increase of \$11,085,895.57 or 1.26 per cent.

Earnings per mile—Entire line, increase \$684.05.

RECAPITULATION—INTERSTATE RAILROADS—ENTIRE LINE.

| Freight Earnings | Passenger Earnings | Other Earnings | Total Gross Earnings From Operation | Earnings Per Mile | 6 Z |
|---------------------|-----------------------|-------------------|---|----------------------|--------|
| \$ 24,497,523 25 | \$ 10,941,432 67 | \$ 684,115 59 | \$ 36,123,071 51 | \$ 7,833 31 | 1 |
| 67,083 07 | 7,306 18 | ----- | 74,339 25 | 2,775 72 | 2 |
| 2,244,831 45 | 208,175 44 | 27,389 20 | 2,480,396 09 | 9,992 33 | 3 |
| 27,549,696 17 | 7,039,686 44 | 495,895 71 | 35,085,278 32 | 15,129 49 | 4 |
| 437,486 82 | 72,453 56 | 4,179 15 | 514,119 53 | 15,273 90 | 5 |
| 245,568 79 | 83,644 86 | 2,364 90 | 331,578 55 | 3,994 92 | 6 |
| 241,750 31 | 146,884 13 | 5,928 71 | 394,563 15 | 4,041 00 | 7 |
| 35,579 31 | 5,242 67 | ----- | 40,821 98 | 2,267 88 | 8 |
| 42,924,952 36 | 15,474,889 67 | 1,065,857 11 | 59,465,699 14 | 12,337 64 | 9 |
| 3,001,819 36 | 651,085 80 | 128,594 68 | 3,781,499 84 | 33,763 39 | 10 |
| 2,264,313 82 | 945,219 47 | 125,222 93 | 3,334,756 22 | 5,859 60 | 11 |
| 37,588,023 87 | 5,692,626 77 | 459,269 88 | 43,739,920 52 | 21,622 92 | 12 |
| 16,788,111 56 | 6,654,615 17 | 1,085,137 89 | 24,527,864 62 | 7,960 23 | 13 |
| 44,943,747 82 | 21,938,211 23 | 1,647,531 15 | 68,529,490 20 | 9,740 38 | 14 |
| 1,585,662 17 | 208,207 48 | 12,756 92 | 1,806,626 57 | 7,523 22 | 15 |
| 5,350,848 50 | 407,518 93 | 84,216 30 | 5,842,583 73 | 11,896 21 | 16 |
| 478,096 02 | 683,888 43 | 156,405 22 | 1,318,389 67 | 37,064 65 | 17 |
| 141,431 56 | 51,808 18 | 1,948 72 | 196,188 46 | 6,210 26 | 18 |
| \$ 210,386,526 21 | \$ 71,212,897 08 | \$ 5,986,814 06 | \$287,586,237 35 | \$ 11,116 99 | |

TABLE No. 9—OPERATING
Maintenance of Way

| Number | NAME OF COMPANY | Superintendence | Ballast |
|--------|---|-----------------|---------------|
| 1 | Atlantic Coast Line R. R. Co. | \$ 17,781 77 | \$ 7,063 63 |
| 2 | Atlantic and Danville Ry. Co., The | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 812 10 | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | | |
| 5 | Cape Charles R. R. Co. | 716 40 | |
| 6 | Carolina, Clinchfield and Ohio Ry. | 2,667 16 | 2,026 56 |
| 7 | Chesapeake and Ohio Ry. Co., The | 48,611 11 | 42,636 41 |
| 8 | Chesapeake and Western R. R. Co. | | |
| 9 | Chesapeake Western Ry. | 300 00 | |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 100 22 | 854 00 |
| 11 | Danville and Western Ry. Co. | 3,677 99 | 2,846 78 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | | |
| 13 | Franklin and Pittsylvania R. R. Co. | | |
| 14 | Interstate R. R. Co. | 623 11 | |
| 15 | Laurel Ry. Co. | | |
| 16 | Louisville and Nashville R. R. Co. | 5,994 25 | 1,175 48 |
| 17 | Marion and Rye Valley Ry. Co. | 300 00 | |
| 18 | Nelson and Albemarle Ry. Co. | | |
| 19 | New River, Holston and Western R. R. Co. | 867 50 | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 13,789 01 | 12,806 09 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 3,172 57 | |
| 22 | Norfolk Southern R. R. Co. | 3,045 17 | |
| 23 | Norfolk Terminal Ry. Co. | | |
| 24 | Norfolk and Western Ry. Co. | 104,278 92 | 56,644 47 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | | |
| 26 | Potomac R. R. Co. | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 10,460 98 | 18,818 68 |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | |
| 29 | Richmond and Mecklenburg R. R. Co. | | |
| 30 | Roaring Fork R. R. Co. | | |
| 31 | Rooslyn Connecting R. R. Co. | 24 | |
| 32 | Seaboard Air Line Ry. | 9,702 78 | 612 11 |
| 33 | Southern Ry. Co. | 64,088 51 | 30,282 47 |
| 34 | Surry, Sussex and Southampton Ry. Co. | | |
| 35 | Tidewater and Western R. R. Co. | 977 70 | |
| 36 | Valley Railroad Company of Virginia | 2,730 91 | 24,508 11 |
| 37 | Virginia-Carolina Ry. Co. | 1,026 25 | |
| 38 | Virginia and Kentucky Ry. Co. | | |
| 39 | Virginia Southern R. R. Co. | | |
| 40 | Virginia and Southwestern Ry. Co. | 6,306 95 | 2,727 31 |
| 41 | Virginian Ry. Co., The | 29,509 50 | 3,131 92 |
| 42 | Virginian Terminal Ry. Co., The | | |
| 43 | Washington Southern Ry. Co. | 7,404 38 | 8,924 83 |
| 44 | Winchester and Potomac R. R. Co. | 928 45 | 856 15 |
| 45 | Winchester and Strasburg R. R. Co. | 1,172 93 | 951 52 |
| | Total | \$ 341,025 86 | \$ 216,881 72 |

EXPENSES—STATE OF VIRGINIA.
and Structures.

| Ties | Rails | Other Track Material | Roadway and Track | Removal of Sand, Snow and Ice | Tunnels | Number |
|-----------------|---------------|-------------------------|----------------------|-------------------------------------|--------------|--------|
| \$ 72,062 17 | \$ 24,810 61 | \$ 19,439 80 | \$ 131,412 10 | \$ 18 53 | | 1 |
| | | | 12,597 40 | | | 2 |
| | | | 1,486 27 | | | 3 |
| | 58 86 | | 3,553 65 | 5 00 | | 4 |
| 4,301 29 | 18 80 | 1,276 55 | 26,300 74 | 33 62 | \$ 1,022 00 | 5 |
| 152,037 07 | 131,703 24 | 49,138 33 | 441,230 30 | 950 39 | 9,914 75 | 6 |
| | | | | | | 7 |
| | | | 12,693 33 | | | 8 |
| 1,864 28 | 410 68 | 425 20 | 4,539 07 | 56 11 | | 9 |
| 9,076 30 | 2,704 51 | 1,635 88 | 16,306 70 | | | 10 |
| | | | | | | 11 |
| | | | 16,339 02 | | | 12 |
| | | | 1,122 82 | | | 13 |
| 22,022 93 | 2,628 58 | 5,427 60 | 35,596 11 | 26 69 | 475 09 | 14 |
| | | | 12,528 69 | | | 15 |
| | | | 4,642 65 | | | 16 |
| | | | 5,442 35 | | | 17 |
| 31,269 29 | 3,413 21 | 6,140 34 | 57,770 28 | 362 22 | | 18 |
| | | | 24,824 03 | | | 19 |
| 16,406 33 | | 965 82 | 17,611 23 | 28 55 | | 20 |
| | | | 2,324 73 | | | 21 |
| 425,756 41 | 156,225 04 | 151,698 52 | 739,967 08 | 2,425 02 | 22,717 81 | 22 |
| | | | 10,472 67 | | | 23 |
| | | | | | | 24 |
| 75,591 54 | 1,321 80 | 16,735 05 | 120,114 38 | 509 98 | | 25 |
| | | | | | | 26 |
| | | | | | | 27 |
| | | | 4,264 12 | | | 28 |
| | | | 1,687 12 | | | 29 |
| 37,112 63 | 27,345 86 | 10,564 07 | 93,448 59 | 76 70 | | 30 |
| 290,104 79 | 68,203 63 | 70,848 93 | 459,348 30 | 947 56 | | 31 |
| | | | 49,876 31 | | | 32 |
| | | | 25,132 59 | | | 33 |
| 17,716 41 | 24,377 42 | 6,621 20 | 28,854 16 | 60 43 | | 34 |
| | | | 10,003 93 | | | 35 |
| | | | 1,614 24 | | | 36 |
| | | | 7,158 04 | | | 37 |
| 26,740 25 | 6,057 80 | 6,810 59 | 57,680 83 | 84 21 | | 38 |
| 82,101 82 | 4,612 62 | 16,339 69 | 198,773 82 | 337 79 | 5,838 34 | 39 |
| | | | | | | 40 |
| 48,097 16 | 1,415 87 | 7,067 07 | 69,776 22 | 452 83 | | 41 |
| 5,168 03 | 184 45 | 538 24 | 4,812 31 | 49 81 | | 42 |
| 8,328 45 | 281 74 | 245 72 | 6,440 06 | 7 97 | | 43 |
| | | | | | | 44 |
| \$ 1,325,747 15 | \$ 455,737 12 | \$ 371,938 60 | \$2,717,746 24 | \$ 6,433 41 | \$ 39,967 99 | 45 |

TABLE No. 9—OPERATING EX
Maintenance of Way and

| Number | NAME OF COMPANY | Bridges, Trestles and Culverts | Overgrade and Undergrade Crossings |
|--------|--|--------------------------------------|---|
| 1 | Atlantic Coast Line R. R. Co. | \$ 51,305 26 | \$ 235 72 |
| 2 | Atlantic and Danville Ry. Co., The | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 3,202 94 | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | | |
| 5 | Cape Charles R. R. Co. | 6 00 | |
| 6 | Carolina, Clinchfield and Ohio Ry. | 1,645 04 | 4 10 |
| 7 | Chesapeake and Ohio Ry. Co., The | 62,488 29 | 6,626 23 |
| 8 | Chesapeake and Western R. R. Co. | | |
| 9 | Chesapeake Western Ry. | 5,182 41 | |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 246 49 | 4 17 |
| 11 | Danville and Western Ry. Co. | 9,040 57 | 13 61 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | | |
| 13 | Franklin and Pittsylvania R. R. Co. | | |
| 14 | Interstate R. R. Co. | | |
| 15 | Laurel Ry. Co. | 3,597 18 | |
| 16 | Louisville and Nashville R. R. Co. | 111 29 | |
| 17 | Marion and Rye Valley Ry. Co. | 8,547 03 | 109 17 |
| 18 | Nelson and Albemarle Ry. Co. | 967 52 | |
| 19 | New River, Holston and Western R. R. Co. | 1,281 86 | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 134 45 | |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 3,841 58 | 18 94 |
| 22 | Norfolk Southern R. R. Co. | 6,651 74 | |
| 23 | Norfolk Terminal Ry. Co. | 7,207 28 | 22 78 |
| 24 | Norfolk and Western Ry. Co. | 82 68 | |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 126,068 38 | 6,073 99 |
| 26 | Potomac R. R. Co. | 658 03 | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | | |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | 15,900 00 | 1,279 50 |
| 29 | Richmond and Mecklenburg R. R. Co. | | |
| 30 | Roaring Fork R. R. Co. | | |
| 31 | Roselyn Connecting R. R. Co. | 97 37 | |
| 32 | Seaboard Air Line Ry. | 16,681 29 | 202 02 |
| 33 | Southern Ry. Co. | 97,007 38 | 1,382 11 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 5,230 31 | |
| 35 | Tidewater and Western R. R. Co. | 1,845 46 | |
| 36 | Valley Railroad Company of Virginia | 10,211 08 | 341 59 |
| 37 | Virginia-Carolina Ry. Co. | 6,327 94 | |
| 38 | Virginia and Kentucky Ry. Co. | | |
| 39 | Virginia Southern R. R. Co. | 524 46 | |
| 40 | Virginia and Southwestern Ry. Co. | 44,190 93 | 18 53 |
| 41 | Virginian Ry. Co., The | 87,835 77 | 725 33 |
| 42 | Virginian Terminal Ry. Co., The | | |
| 43 | Washington Southern Ry. Co. | 17,224 10 | 1,708 69 |
| 44 | Winchester and Potomac R. R. Co. | 783 34 | |
| 45 | Winchester and Strasburg R. R. Co. | 1,443 04 | |
| | Total | \$ 597,258 48 | \$ 18,766 48 |

PENNSYLVANIA—STATE OF VIRGINIA—CONTINUED.

Structures—Continued.

| Grade Crossings, Fences, Cattle Guards and Signs | Signals and Interlocking Plants | Telegraph and Telephone Lines | Electric Power Transmission | Buildings, Fixtures and Grounds | Number |
|--|---------------------------------|-------------------------------|-----------------------------|---------------------------------|--------|
| \$ 5,057 07 | \$ 4,115 99 | \$ 2,225 47 | ----- | \$ 41,108 88 | 1 |
| ----- | ----- | ----- | ----- | 365 00 | 2 |
| ----- | ----- | ----- | ----- | 141 26 | 3 |
| 67 00 | 1 00 | 66 28 | ----- | 381 11 | 4 |
| 113 04 | 21 40 | 1,786 04 | ----- | 1,427 53 | 5 |
| 17,709 70 | 28,976 32 | 20,944 99 | ----- | 97,316 61 | 6 |
| ----- | ----- | ----- | ----- | ----- | 7 |
| ----- | ----- | ----- | ----- | 318 83 | 8 |
| 126 41 | 132 28 | 45 53 | ----- | 423 04 | 9 |
| 21 80 | ----- | 91 | ----- | 2,977 01 | 10 |
| ----- | ----- | ----- | ----- | ----- | 11 |
| ----- | ----- | ----- | ----- | 939 79 | 12 |
| ----- | ----- | ----- | ----- | ----- | 13 |
| 2,688 17 | 1,229 82 | 705 32 | ----- | 7,117 67 | 14 |
| ----- | ----- | ----- | ----- | 269 91 | 15 |
| ----- | ----- | ----- | ----- | 65 28 | 16 |
| 3,487 92 | 3,491 62 | 9,148 77 | ----- | 28,663 97 | 17 |
| ----- | ----- | ----- | ----- | 838 90 | 18 |
| 758 69 | 140 67 | 29 67 | ----- | 3,786 84 | 19 |
| ----- | ----- | ----- | ----- | 450 00 | 20 |
| 33,091 63 | 120,980 63 | 28,329 98 | ----- | 291,895 69 | 21 |
| ----- | ----- | ----- | ----- | 140 20 | 22 |
| 2,972 93 | 12,453 56 | 2,001 07 | ----- | 43,994 00 | 23 |
| ----- | ----- | ----- | ----- | ----- | 24 |
| ----- | ----- | ----- | ----- | ----- | 25 |
| ----- | ----- | ----- | ----- | ----- | 26 |
| ----- | ----- | ----- | ----- | 351 26 | 27 |
| 2,114 88 | 642 09 | 827 42 | ----- | 21,050 59 | 28 |
| 9,063 35 | 8,148 23 | 1,508 26 | ----- | 112,720 06 | 29 |
| ----- | ----- | ----- | ----- | 692 27 | 30 |
| ----- | ----- | ----- | ----- | 2,355 54 | 31 |
| 1,292 73 | 27 64 | 57 32 | ----- | 4,701 06 | 32 |
| ----- | ----- | ----- | ----- | 176 45 | 33 |
| ----- | ----- | ----- | ----- | 25 01 | 34 |
| 1,485 59 | 18 57 | 161 93 | ----- | 8,369 84 | 35 |
| 1,094 93 | 5,050 59 | 11,423 90 | ----- | 11,646 64 | 36 |
| ----- | ----- | ----- | ----- | ----- | 37 |
| 966 70 | 10,397 66 | 824 81 | ----- | 22,548 03 | 38 |
| 453 14 | 15 71 | 72 16 | ----- | 1,367 20 | 39 |
| 785 13 | 18 23 | 89 69 | ----- | 2,023 62 | 40 |
| ----- | ----- | ----- | ----- | ----- | 41 |
| \$ 83,350 81 | \$ 195,857 01 | \$ 80,276 52 | ----- | \$ 710,628 89 | 42 |
| ----- | ----- | ----- | ----- | ----- | 43 |
| ----- | ----- | ----- | ----- | ----- | 44 |
| ----- | ----- | ----- | ----- | ----- | 45 |

TABLE No. 9—OPERATING EX
Maintenance of Way and

| Number | NAME OF COMPANY | Docks and Wharves | Roadway Tools and Supplies |
|--------|---|-------------------|----------------------------|
| 1 | Atlantic Coast Line R. R. Co. | \$ 4,754 48 | \$ 5,119 53 |
| 2 | Atlantic and Danville Ry. Co., The | | |
| 3 | Big Sandy and Cumberland R. R. Co. | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | | |
| 5 | Cape Charles R. R. Co. | | 116 73 |
| 6 | Carolina, Clinchfield and Ohio Ry. | | 752 82 |
| 7 | Chesapeake and Ohio Ry. Co., The | 33,397 77 | 14,487 93 |
| 8 | Chesapeake and Western R. R. Co. | | |
| 9 | Chesapeake Western Ry. | | |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | | 148 59 |
| 11 | Danville and Western Ry. Co. | | 2,386 45 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | | |
| 13 | Franklin and Pittsylvania R. R. Co. | | |
| 14 | Interstate R. R. Co. | | |
| 15 | Laurel Ry. Co. | | |
| 16 | Louisville and Nashville R. R. Co. | | 1,057 81 |
| 17 | Marion and Rye Valley Ry. Co. | | |
| 18 | Nelson and Albemarle Ry. Co. | | |
| 19 | New River, Holston and Western R. R. Co. | | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 15,312 63 | 2,962 07 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | | |
| 22 | Norfolk Southern R. R. Co. | 597 58 | 935 70 |
| 23 | Norfolk Terminal Ry. Co. | | |
| 24 | Norfolk and Western Ry. Co. | 54,464 91 | 58,987 89 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | | |
| 26 | Potomac R. R. Co. | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | | 3,513 10 |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | |
| 29 | Richmond and Mecklenburg R. R. Co. | | |
| 30 | Roaring Fork R. R. Co. | | |
| 31 | Rosslyn Connecting R. R. Co. | | |
| 32 | Seaboard Air Line Ry. | 7,532 10 | 2,983 75 |
| 33 | Southern Ry. Co. | 2,949 66 | 13,574 99 |
| 34 | Surry, Sussex and Southampton Ry. Co. | | |
| 35 | Tidewater and Western R. R. Co. | | |
| 36 | Valley Railroad Company of Virginia | | 700 94 |
| 37 | Virginia-Carolina Ry. Co. | | |
| 38 | Virginia and Kentucky Ry. Co. | | |
| 39 | Virginia Southern R. R. Co. | | |
| 40 | Virginia and Southwestern Ry. Co. | | 1,921 37 |
| 41 | Virginian Ry. Co., The | 29,494 96 | 8,631 34 |
| 42 | Virginian Terminal Ry. Co., The | | |
| 43 | Washington Southern Ry. Co. | | 1,429 72 |
| 44 | Winchester and Potomac R. R. Co. | | 71 31 |
| 45 | Winchester and Strasburg R. R. Co. | | 90 70 |
| | Total..... | \$ 148,504 08 | \$ 119,856 74 |

PENSES—STATE OF VIRGINIA—CONTINUED.

Structures—Continued.

| In'uries to Persons | Stationery and Printing | Other Expenses | Maintaining Joint Tracks, Yards and Other Facilities —Dr. | Maintaining Joint Tracks, Yards and Other Facilities —Cr. | TOTAL | Number |
|------------------------|-------------------------------|-------------------|--|--|----------------|--------|
| \$ 2,524 95 | \$ 799 53 | \$ 44 54 | \$ 6,191 86 | \$ 10,064 08 | \$ 386,000 01 | 1 |
| | | 1,055 12 | | | 18,032 56 | 2 |
| | | 29 84 | | | 1,657 37 | 3 |
| | | | | | 4,972 03 | 4 |
| 147 13 | 72 20 | | 1,025 55 | | 44,603 97 | 5 |
| 6,055 54 | 4,324 72 | 55 00 | 80,429 41 | 3,107 31 | 1,246,446 80 | 6 |
| | | | | | | 7 |
| | | 225 73 | | | 18,715 30 | 8 |
| 9 72 | | 22 34 | | | 9,408 13 | 9 |
| 97 93 | 76 66 | | 220 96 | | 51,066 06 | 10 |
| | | | | | | 11 |
| | | | | | | 12 |
| | | 516 64 | 192 68 | 1,587 22 | 20,621 20 | 13 |
| | | 31 50 | | | 1,265 61 | 14 |
| 1,761 47 | 414 54 | 18,483 65 | 2,809 97 | 3,603 82 | 114,637 53 | 15 |
| | | 1,099 09 | | | 15,165 81 | 16 |
| | | 227 00 | | | 6,151 51 | 17 |
| | | 30 24 | | | 6,539 82 | 18 |
| 51 63 | 332 93 | | 1,284 59 | | 194,127 09 | 19 |
| 8 50 | | 675 39 | 325 75 | 1,817 02 | 34,679 86 | 20 |
| 144 58 | 88 94 | 3 09 | 527 96 | | 52,301 48 | 21 |
| | | | | 2,857 41 | | 22 |
| 15,896 54 | 2,649 80 | 408 13 | 5,679 95 | 13,127 93 | 2,391,102 86 | 23 |
| | | 23 50 | | | 11,294 40 | 24 |
| | | | | | | 25 |
| 36 24 | 323 51 | | 1,819 97 | 1,689 52 | 325,856 77 | 26 |
| | | | | | | 27 |
| | | | | | | 28 |
| 45 00 | | | 1,587 22 | | 5,896 34 | 29 |
| | | 11 26 | | 01 | 2,147 24 | 30 |
| 2,838 14 | 288 48 | 13 50 | 1,705 79 | 464 97 | 235,279 62 | 31 |
| 7,322 64 | 2,509 48 | | 35,542 80 | 64,538 25 | 1,211,014 89 | 32 |
| | | | | | 55,788 89 | 33 |
| 17 00 | | 858 92 | | | 31,187 23 | 34 |
| 1 47 | 49 42 | | 197 90 | 3,844 42 | 118,600 32 | 35 |
| 328 63 | | 150 98 | | | 18,014 18 | 36 |
| | | 23 08 | | | 1,662 33 | 37 |
| | | 19 19 | | | 7,701 71 | 38 |
| 1,128 58 | 232 61 | 133 49 | 12,548 00 | 5,291 32 | 171,320 06 | 39 |
| 1,781 42 | 1,434 59 | | 4,116 91 | 840 50 | 503,041 38 | 40 |
| | | | | | | 41 |
| 226 94 | 298 45 | | | 70,197 13 | 128,586 33 | 42 |
| 4 15 | 21 86 | | 133 09 | 79 24 | 15,380 16 | 43 |
| 5 24 | 27 64 | | | | 21,911 68 | 44 |
| | | | | | | 45 |
| \$ 40,423 44 | \$ 14,445 36 | \$ 24,142 42 | \$ 156,340 36 | \$ 183,130 15 | \$7,462,198 53 | |

TABLE No. 9—CONTINUED—MAINTENANCE

| Number | NAME OF COMPANY | Superintendence | Steam | Steam |
|--------|---|-----------------|-------------------------|--------------------------|
| | | | Locomotives— Repairs | Locomotives— Renewals |
| 1 | Atlantic Coast Line R. R. Co..... | \$ 16,048 08 | \$ 142,285 29 | \$ Cr. 114 28 |
| 2 | Atlantic and Danville Ry. Co., The..... | 296 07 | 1,670 47 | ----- |
| 3 | Big Sandy and Cumberland R. R. Co..... | ----- | 470 09 | ----- |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | 258 60 | 21,655 37 | ----- |
| 5 | Cape Charles R. R. Co..... | 3,114 33 | 606,094 03 | 99,072 75 |
| 6 | Carolina, Clinchfield and Ohio Ry..... | 76,299 34 | ----- | ----- |
| 7 | Chesapeake and Ohio Ry. Co., The..... | ----- | 3,295 63 | ----- |
| 8 | Chesapeake and Western R. R. Co..... | 300 00 | ----- | ----- |
| 9 | Chesapeake Western Ry..... | ----- | ----- | ----- |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | 2,842 12 | 11,495 66 | 2,463 02 |
| 11 | Danville and Western Ry. Co..... | ----- | ----- | ----- |
| 12 | Delaware, Maryland and Virginia R. R. Co..... | 171 66 | 10,592 83 | ----- |
| 13 | Franklin and Pittsylvania R. R. Co..... | ----- | 792 22 | ----- |
| 14 | Interstate R. R. Co..... | 5,202 29 | 59,334 94 | Cr. 112 74 |
| 15 | Laurel Ry. Co..... | 300 00 | 3,525 86 | ----- |
| 16 | Louisville and Nashville R. R. Co..... | ----- | 1,817 79 | ----- |
| 17 | Marion and Rye Valley Ry. Co..... | ----- | 370 21 | ----- |
| 18 | Nelson and Albemarle Ry. Co..... | 13,746 31 | 102,425 37 | 845 30 |
| 19 | New River, Holston and Western R. R. Co..... | 1,555 78 | 14,894 34 | ----- |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 1,647 35 | 16,090 37 | 624 14 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co..... | 89,808 24 | 1,344,308 85 | 2,743 50 |
| 22 | Norfolk Southern R. R. Co..... | ----- | 947 33 | ----- |
| 23 | Norfolk Terminal Ry. Co..... | ----- | ----- | ----- |
| 24 | Norfolk and Western Ry. Co..... | 10,134 34 | 144,128 70 | ----- |
| 25 | Potomac, Fredericksburg and Pied- mont R. R. Co..... | ----- | ----- | ----- |
| 26 | Potomac R. R. Co..... | ----- | 5,698 77 | ----- |
| 27 | Richmond, Fredericksburg and Poto- mac R. R. Co..... | 20 | 1,280 44 | ----- |
| 28 | Richmond, Fredericksburg and Poto- mac and Richmond and Petersburg R. R. Connection Co..... | 9,116 90 | 93,127 20 | 3,220 50 |
| 29 | Richmond and Mecklenburg R. R. Co..... | 35,839 27 | 581,006 93 | 4,486 46 |
| 30 | Roaring Fork R. R. Co..... | ----- | ----- | ----- |
| 31 | Rosslyn Connecting R. R. Co..... | ----- | ----- | ----- |
| 32 | Seaboard Air Line Ry..... | ----- | ----- | ----- |
| 33 | Southern Ry. Co..... | 1,247 70 | 4,491 06 | ----- |
| 34 | Surry, Sussex and Southampton Ry. Co..... | ----- | 16,238 57 | ----- |
| 35 | Tidewater and Western R. R. Co..... | ----- | 1,467 45 | ----- |
| 36 | Valley Railroad Company of Virginia..... | ----- | 1,281 30 | ----- |
| 37 | Virginia-Carolina Ry. Co..... | ----- | 477 75 | ----- |
| 38 | Virginia and Kentucky Ry. Co..... | 3,752 90 | 41,909 63 | ----- |
| 39 | Virginia Southern R. R. Co..... | 22,525 76 | 296,274 76 | ----- |
| 40 | Virginia and Southwestern Ry. Co..... | ----- | ----- | ----- |
| 41 | Virginian Ry. Co., The..... | 16,064 20 | 83,751 89 | ----- |
| 42 | Virginian Terminal Ry. Co., The..... | 4,769 05 | ----- | ----- |
| 43 | Washington Southern Ry. Co..... | ----- | 6,508 26 | ----- |
| 44 | Winchester and Potomac R. R. Co..... | ----- | ----- | ----- |
| 45 | Winchester and Strasburg R. R. Co..... | ----- | ----- | ----- |
| | Total..... | \$ 315,040 49 | \$ 3,619,704 36 | \$ 113,228 65 |

OF EQUIPMENT—STATE OF VIRGINIA.

| Steam Locomotives— Depreciation | Passenger- Train Cars— Repairs | Passenger- Train Cars— Renewals | Passenger- Train Cars— Depreciation | Freight Train Cars— Repairs | Number |
|---------------------------------------|--------------------------------------|---------------------------------------|---|-----------------------------------|--------|
| \$ 20,785 70 | \$ 41,496 67 | \$ 189 86 | \$ 6,244 43 | \$ 162,068 40 | 1 |
| | | | | 2,780 13 | 2 |
| | 264 89 | | | | 3 |
| | 51 92 | | | 70 72 | 4 |
| 1,402 11 | 3,182 51 | | 633 02 | 22,342 74 | 5 |
| 65,151 27 | 121,484 27 | 36,198 34 | 14,788 30 | 1,129,195 12 | 6 |
| | | | | | 7 |
| 300 00 | | | 181 20 | 2,887 51 | 8 |
| | 671 48 | | 321 30 | 140 34 | 9 |
| 1,299 88 | 3,663 35 | | 501 36 | 5,587 93 | 10 |
| | | | | | 11 |
| | | | | | 12 |
| 1,500 00 | 1,853 46 | | 1,497 43 | 7,000 00 | 13 |
| | | | | 388 69 | 14 |
| 8,001 77 | 6,098 75 | 331 01 | 816 49 | 79,369 77 | 15 |
| | | | | 3,289 89 | 16 |
| | | | | 531 74 | 17 |
| 500 00 | | | | 44 72 | 18 |
| 14,284 97 | 12,126 83 | | 3,701 62 | 74,410 59 | 19 |
| | | | | | 20 |
| 2,000 00 | | | | 2,523 29 | 21 |
| 1,515 84 | 5,911 31 | | 699 58 | 18,755 34 | 22 |
| | | | | | 23 |
| 214,047 36 | 164,566 31 | 272 18 | 25,980 26 | 1,520,907 71 | 24 |
| | | | | 4,569 27 | 25 |
| | | | | | 26 |
| 23,217 13 | 37,261 37 | | 10,142 08 | 51,307 49 | 27 |
| | | | | | 28 |
| | | | | | 29 |
| 884 26 | | | | 1,609 17 | 30 |
| 100 00 | | | | 145 43 | 31 |
| 6,822 19 | 21,201 14 | 3,163 92 | 2,381 90 | 94,533 27 | 32 |
| 51,104 55 | 144,546 41 | Cr. 510 66 | 20,677 90 | 381,736 81 | 33 |
| | | | | | 34 |
| | 1,500 00 | | 1,500 00 | 2,232 39 | 35 |
| | 1,982 82 | | | 4,807 61 | 36 |
| | | | 500 00 | 973 95 | 37 |
| | | | | 11 70 | 38 |
| | | | | 871 86 | 39 |
| 9,499 57 | 2,859 07 | | 816 12 | 114,465 20 | 40 |
| 28,097 30 | 21,466 77 | | 3,999 06 | 215,952 25 | 41 |
| | | | | | 42 |
| 11,162 80 | 11,492 93 | | 2,903 65 | 22,676 51 | 43 |
| | 577 91 | | | 4,112 85 | 44 |
| | 714 96 | | | 5,215 79 | 45 |
| \$ 461,626 70 | \$ 604,975 13 | \$ 39,644 65 | \$ 98,285 70 | \$ 3,937,516 18 | |

TABLE No. 9—MAINTENANCE OF

| Number | NAME OF COMPANY | Freight Train Cars— Renewals | Freight Train Cars— Depreciation | Floating Equipment— Repairs |
|--------|---|------------------------------------|--|-----------------------------------|
| 1 | Atlantic Coast Line R. R. Co. | \$ 2,336 15 | \$ 53,428 36 | \$ 877 32 |
| 2 | Atlantic and Danville Ry. Co., The | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | | | |
| 5 | Cape Charles R. R. Co. | | | |
| 6 | Carolina, Clinchfield and Ohio Ry. | 270 18 | 8,880 11 | |
| 7 | Chesapeake and Ohio Ry. Co., The | 59,795 75 | 215,981 57 | 879 53 |
| 8 | Chesapeake and Western R. R. Co. | | | |
| 9 | Chesapeake Western Ry. | | 300 00 | |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 5 92 | 13 40 | |
| 11 | Danville and Western Ry. Co. | 183 19 | 1,647 47 | |
| 12 | Delaware, Maryland and Virginia R. R. Co. | | | |
| 13 | Franklin and Pittsylvania R. R. Co. | | | |
| 14 | Interstate R. R. Co. | | 5,500 00 | |
| 15 | Laurel Ry. Co. | | 694 71 | |
| 16 | Louisville and Nashville R. R. Co. | Cr. 527 79 | 23,446 11 | |
| 17 | Marion and Rye Valley Ry. Co. | | 7,046 46 | |
| 18 | Nelson and Albemarle Ry. Co. | | | |
| 19 | New River, Holston and Western R. R. Co. | | 414 76 | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 3,925 91 | 48,506 63 | 74,917 60 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | | 2,184 19 | |
| 22 | Norfolk Southern R. R. Co. | 1,022 87 | 4,126 17 | 1,379 38 |
| 23 | Norfolk Terminal Ry. Co. | | | |
| 24 | Norfolk and Western Ry. Co. | 68,804 10 | 529,948 93 | 4 79 |
| 25 | Potomac, Fredericksburg and Pied- mont R. R. Co. | | | |
| 26 | Potomac R. R. Co. | | | |
| 27 | Richmond, Fredericksburg and Poto- mac R. R. Co. | Cr. 6 36 | 22,789 07 | |
| 28 | Richmond, Fredericksburg and Poto- mac and Richmond and Petersburg R. R. Connection Co. | | | |
| 29 | Richmond and Mecklenburg R. R. Co. | | | |
| 30 | Roaring Fork R. R. Co. | | 500 00 | |
| 31 | Roselyn Connecting R. R. Co. | | 53 35 | |
| 32 | Seaboard Air Line Ry. | 2,545 16 | 19,596 08 | 15,326 67 |
| 33 | Southern Ry. Co. | 45,009 12 | 130,109 65 | |
| 34 | Surry, Sussex and Southampton Ry. Co. | | | |
| 35 | Tidewater and Western R. R. Co. | 149 17 | 2,481 24 | |
| 36 | Valley Railroad Company of Virginia | | | |
| 37 | Virginia-Carolina Ry. Co. | | 1,479 52 | |
| 38 | Virginia and Kentucky Ry. Co. | | | |
| 39 | Virginia Southern R. R. Co. | | 900 00 | |
| 40 | Virginia and Southwestern Ry. Co. | 13,085 59 | 52,553 76 | |
| 41 | Virginian Ry. Co., The | 15,313 28 | 91,080 14 | |
| 42 | Virginian Terminal Ry. Co., The | | | |
| 43 | Washington Southern Ry. Co. | | 1,042 32 | |
| 44 | Winchester and Potomac R. R. Co. | | | |
| 45 | Winchester and Strasburg R. R. Co. | | | |
| | Total | \$ 211,912 24 | \$ 1,224,704 00 | \$ 63,385 29 |

EQUIPMENT—STATE OF VIRGINIA—CONTINUED.

| Floating Equipment— Renewals | Floating Equipment— Depreciation | Work Equipment— Repairs | Work Equipment— Renewals | Work Equipment— Depreciation | Shop Machinery and Tools | Number |
|------------------------------------|--|-------------------------------|--------------------------------|------------------------------------|--------------------------------|--------|
| ----- | \$ 272 94 | \$ 3,460 91 | \$ 307 36 | \$ 1,344 74 | \$ 10,306 78 | 1 |
| ----- | 704 17 | ----- | ----- | ----- | ----- | 2 |
| ----- | ----- | ----- | ----- | ----- | ----- | 3 |
| ----- | ----- | ----- | ----- | ----- | ----- | 4 |
| ----- | ----- | 604 58 | ----- | 129 15 | 2,395 20 | 5 |
| ----- | ----- | 11,317 38 | 5,466 29 | 2,399 60 | 68,716 24 | 6 |
| ----- | ----- | ----- | ----- | ----- | ----- | 7 |
| ----- | ----- | 14 85 | 4 73 | ----- | ----- | 8 |
| ----- | ----- | 211 83 | 20 83 | 24 26 | ----- | 9 |
| ----- | ----- | 91 71 | ----- | 140 67 | 614 91 | 10 |
| ----- | ----- | ----- | ----- | ----- | ----- | 11 |
| ----- | ----- | ----- | ----- | ----- | ----- | 12 |
| ----- | ----- | ----- | ----- | ----- | ----- | 13 |
| ----- | ----- | 559 60 | Cr. 1 81 | 377 40 | 3,989 32 | 14 |
| ----- | ----- | ----- | ----- | ----- | ----- | 15 |
| ----- | ----- | ----- | ----- | ----- | ----- | 16 |
| ----- | ----- | ----- | ----- | ----- | ----- | 17 |
| ----- | ----- | ----- | ----- | ----- | ----- | 18 |
| ----- | ----- | ----- | ----- | ----- | ----- | 19 |
| \$ 7,125 00 | 61,061 38 | 703 60 | 1,409 59 | 1,780 37 | 3,655 31 | 20 |
| ----- | 500 15 | 323 69 | ----- | 35 00 | 1,569 18 | 21 |
| ----- | 123 29 | 26,162 85 | 3,859 61 | 11,004 45 | 104,308 33 | 22 |
| ----- | ----- | 26 50 | ----- | ----- | ----- | 23 |
| ----- | ----- | 4,065 67 | Cr. 183 00 | 2,678 61 | 15,570 65 | 24 |
| ----- | ----- | ----- | ----- | ----- | ----- | 25 |
| ----- | ----- | ----- | ----- | ----- | ----- | 26 |
| ----- | ----- | ----- | ----- | ----- | ----- | 27 |
| ----- | ----- | ----- | ----- | ----- | ----- | 28 |
| ----- | ----- | 3 72 | 12 14 | ----- | ----- | 29 |
| ----- | 632 44 | 2,986 53 | 50 87 | 623 63 | 8,579 38 | 30 |
| ----- | ----- | 5,284 29 | 242 82 | 2,523 75 | 36,583 59 | 31 |
| ----- | ----- | ----- | ----- | ----- | ----- | 32 |
| ----- | ----- | 21 96 | ----- | ----- | ----- | 33 |
| ----- | ----- | 71 39 | ----- | ----- | ----- | 34 |
| ----- | ----- | ----- | ----- | ----- | ----- | 35 |
| ----- | ----- | 1,256 53 | ----- | 485 35 | 1,354 26 | 36 |
| ----- | ----- | 6,928 62 | ----- | 1,081 32 | 16,708 09 | 37 |
| ----- | ----- | ----- | ----- | ----- | ----- | 38 |
| ----- | ----- | 1,158 30 | 713 52 | 1,713 52 | 3,231 25 | 39 |
| ----- | ----- | 53 00 | ----- | 26 01 | ----- | 40 |
| ----- | ----- | 5 72 | ----- | 1 84 | ----- | 41 |
| ----- | ----- | ----- | ----- | ----- | ----- | 42 |
| ----- | ----- | ----- | ----- | ----- | ----- | 43 |
| ----- | ----- | ----- | ----- | ----- | ----- | 44 |
| ----- | ----- | ----- | ----- | ----- | ----- | 45 |
| \$ 7,125 00 | \$ 63,294 37 | \$ 65,313 23 | \$ 11,902 95 | \$ 26,379 67 | \$ 277,582 59 | |

TABLE No. 9—MAINTENANCE OF

| Number | NAME OF COMPANY |
|--------|---|
| 1 | Atlantic Coast Line R. R. Co. |
| 2 | Atlantic and Danville Ry. Co., The |
| 3 | Big Sandy and Cumberland R. R. Co. |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. |
| 5 | Cape Charles R. R. Co. |
| 6 | Carolina, Clinchfield and Ohio Ry. |
| 7 | Chesapeake and Ohio Ry. Co., The |
| 8 | Chesapeake and Western R. R. Co. |
| 9 | Chesapeake Western Ry. |
| 10 | Cumberland Valley and Martinsburg R. R. Co. |
| 11 | Danville and Western Ry. Co. |
| 12 | Delaware, Maryland and Virginia R. R. Co. |
| 13 | Franklin and Pittsylvania R. R. Co. |
| 14 | Interstate R. R. Co. |
| 15 | Laurel Ry. Co. |
| 16 | Louisville and Nashville R. R. Co. |
| 17 | Marion and Rye Valley Ry. Co. |
| 18 | Nelson and Albemarle Ry. Co. |
| 19 | New River, Holston and Western R. R. Co. |
| 20 | New York, Philadelphia and Norfolk R. R. Co. |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. |
| 22 | Norfolk Southern R. R. Co. |
| 23 | Norfolk Terminal Ry. Co. |
| 24 | Norfolk and Western Ry. Co. |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. |
| 26 | Potomac R. R. Co. |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. |
| 29 | Richmond and Mecklenburg R. R. Co. |
| 30 | Roaring Fork R. R. Co. |
| 31 | Rosalyn Connecting R. R. Co. |
| 32 | Seaboard Air Line Ry. |
| 33 | Southern Ry. Co. |
| 34 | Surry, Sussex and Southampton Ry. Co. |
| 35 | Tidewater and Western R. R. Co. |
| 36 | Valley Railroad Company of Virginia. |
| 37 | Virginia-Carolina Ry. Co. |
| 38 | Virginia and Kentucky Ry. Co. |
| 39 | Virginia Southern R. R. Co. |
| 40 | Virginia and Southwestern Ry. Co. |
| 41 | Virginian Ry. Co., The |
| 42 | Virginian Terminal Ry. Co., The |
| 43 | Washington Southern Ry. Co. |
| 44 | Winchester and Potomac R. R. Co. |
| 45 | Winchester and Strasburg R. R. Co. |
| | Total |

EQUIPMENT—STATE OF VIRGINIA—CONTINUED.

| Injuries to Persons | Stationery and Printing | Other Expenses | Maintenance of Joint Equipment at Terminals —Dr. | Maintenance of Joint Equipment at Terminals —Cr. | TOTAL | Number |
|------------------------|-------------------------------|-------------------|--|--|-----------------|--------|
| \$ 606 99 | \$ 1,075 59 | \$ 84 92 | \$ 1,224 12 | \$ 16 32 | \$ 464,314 01 | 1 |
| | | 27 23 | | | 5,478 07 | 2 |
| | | | | | 734 98 | 3 |
| | | | | | 381 24 | 4 |
| 63 51 | 121 34 | | | | 64,794 15 | 5 |
| 3,634 50 | 9,890 51 | 775 57 | 2,509 45 | | 2,529,649 81 | 6 |
| | | 169 69 | | | 7,453 61 | 7 |
| | | 6 11 | | | 1,425 47 | 8 |
| 93 48 | 104 05 | | | | 30,728 80 | 9 |
| | | | | | | 10 |
| | | | | | | 11 |
| | | | | | | 12 |
| | | 30 49 | | | 28,145 87 | 13 |
| | | 182 86 | | | 2,058 48 | 14 |
| 861 18 | 689 36 | 21 73 | 31 54 | | 188,488 92 | 15 |
| | | 58 62 | | | 14,220 53 | 16 |
| | | | | | 2,349 53 | 17 |
| | | | | | 1,329 69 | 18 |
| 239 00 | 1,141 59 | 2 05 | 2,464 45 | | 428,473 47 | 19 |
| 4 00 | | 230 43 | | 187 44 | 23,204 59 | 20 |
| 612 36 | 84 51 | 2,873 78 | | | 57,771 02 | 21 |
| 9,888 64 | 9,167 62 | 512 33 | 5,677 97 | 45 28 | 4,132,052 04 | 22 |
| | | 279 11 | | | 5,822 21 | 23 |
| 124 10 | 1,466 81 | | | | 322,696 66 | 24 |
| | | | | | | 25 |
| 45 00 | | | | | 8,737 20 | 26 |
| | | 88 55 | | | 1,683 83 | 27 |
| 4,144 49 | 503 53 | 18 53 | | | 288,574 33 | 28 |
| 2,376 73 | 2,208 24 | 1,194 02 | 5,992 84 | | 1,450,412 72 | 29 |
| | | 24,862 81 | | | 24,862 81 | 30 |
| 50 30 | | 361 92 | | | 14,035 74 | 31 |
| | | | | | 23,100 39 | 32 |
| | | | | | 4,420 82 | 33 |
| | | | | | 1,293 00 | 34 |
| | | 25 00 | | | 2,274 61 | 35 |
| 763 63 | 307 32 | 56 69 | 8,137 88 | | 251,253 60 | 36 |
| 1,613 00 | 1,385 81 | 4 16 | 830 92 | | 723,261 24 | 37 |
| | | | | | | 38 |
| 259 74 | 3,627 00 | 133 43 | | 18,914 92 | 141,016 14 | 39 |
| | | | | | 9,538 82 | 40 |
| | | | | | 12,441 57 | 41 |
| \$ 25,380 65 | \$ 31,773 28 | \$ 32,000 03 | \$ 26,869 17 | \$ 19,163 96 | \$11,268,480 37 | 42 |
| | | | | | | 43 |
| | | | | | | 44 |
| | | | | | | 45 |

TABLE No. 9—CONTINUED—TRAFFIC

| Number | NAME OF COMPANY | Superintendence | Outside Agencies | Advertising |
|--------|---|-----------------|------------------|--------------|
| 1 | Atlantic Coast Line R. R. Co. | \$ 12,802 59 | \$ 20,790 83 | \$ 6,147 39 |
| 2 | Atlantic and Danville Ry. Co., The | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | | | |
| 5 | Cape Charles R. R. Co. | 180 00 | | 5 80 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 7,537 83 | 6,673 59 | 940 96 |
| 7 | Chesapeake and Ohio Ry. Co., The | 55,315 55 | 47,634 44 | 16,022 84 |
| 8 | Chesapeake and Western R. R. Co. | | | |
| 9 | Chesapeake Western Ry. | 2,000 00 | | 300 00 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 126 06 | 111 08 | 66 51 |
| 11 | Danville and Western Ry. Co. | 1,924 69 | | 298 07 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | | | |
| 13 | Franklin and Pittsylvania R. R. Co. | | | |
| 14 | Interstate R. R. Co. | 200 00 | | 74 77 |
| 15 | Laurel Ry. Co. | | | |
| 16 | Louisville and Nashville R. R. Co. | 4,335 15 | 4,967 21 | 1,708 33 |
| 17 | Marion and Rye Valley Ry. Co. | | | |
| 18 | Nelson and Albemarle Ry. Co. | | | |
| 19 | New River, Holston and Western R. R. Co. | 141 87 | | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 13,510 84 | 8,314 95 | 1,025 48 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | | | |
| 22 | Norfolk Southern R. R. Co. | 3,129 95 | 1,677 70 | 708 70 |
| 23 | Norfolk Terminal Ry. Co. | | | |
| 24 | Norfolk and Western Ry. Co. | 81,934 20 | 77,797 33 | 21,989 06 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 52 25 | | |
| 26 | Potomac R. R. Co. | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 16,341 87 | 5,783 37 | 5,519 33 |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | | |
| 29 | Richmond and Mecklenburg R. R. Co. | | | |
| 30 | Roaring Fork R. R. Co. | | | |
| 31 | Rosslyn Connecting R. R. Co. | | | |
| 32 | Seaboard Air Line Ry. | 12,003 36 | 16,599 93 | 3,431 00 |
| 33 | Southern Ry. Co. | 83,970 41 | 107,382 67 | 30,768 45 |
| 34 | Surry, Sussex and Southampton Ry. Co. | | | |
| 35 | Tidewater and Western R. R. Co. | | | |
| 36 | Valley Railroad Company of Virginia | 1,559 13 | 2,863 36 | 1,374 81 |
| 37 | Virginia-Carolina Ry. Co. | | | |
| 38 | Virginia and Kentucky Ry. Co. | | | |
| 39 | Virginia Southern R. R. Co. | | | |
| 40 | Virginia and Southwestern Ry. Co. | 8,992 48 | 1,132 24 | 184 46 |
| 41 | Virginian Ry. Co., The | 21,933 89 | 11,420 79 | 2,922 66 |
| 42 | Virginian Terminal Ry. Co., The | | | |
| 43 | Washington Southern Ry. Co. | 7,192 32 | 1,216 38 | 1,279 79 |
| 44 | Winchester and Potomac R. R. Co. | 793 74 | 1,127 90 | 403 38 |
| 45 | Winchester and Strasburg R. R. Co. | 1,108 98 | 1,439 32 | 460 80 |
| | Total | \$ 336,887 16 | \$ 316,933 09 | \$ 94,528 71 |

EXPENSES—STATE OF VIRGINIA.

| Traffic Associations | Fast Freight Lines | Industrial and Immigration Bureau | Stationery and Printing | Other Expenses | TOTAL | Number |
|-------------------------|-----------------------|--|-------------------------------|-------------------|----------------|--------|
| \$ 2,402 36 | \$ 274 11 | \$ 967 32 | \$ 7,916 09 | \$ 24 40 | \$ 51,125 09 | 1 |
| | | | | | | 2 |
| | | | | | | 3 |
| | | | | | | 4 |
| 112 13 | | 2,796 71 | 43 74 | | 229 54 | 5 |
| 1,639 80 | 88,358 58 | 6,703 52 | 2,825 97 | | 20,707 19 | 6 |
| | | | 21,635 95 | 19 03 | 237,329 71 | 7 |
| | | | | | | 8 |
| | | | 100 00 | 511 37 | 2,911 37 | 9 |
| | 477 82 | 26 80 | 137 96 | | 946 23 | 10 |
| | | 789 32 | 759 56 | | 3,769 64 | 11 |
| | | | | | | 12 |
| | | | | | | 13 |
| | | | | | 274 77 | 14 |
| | | | | 88 | 88 | 15 |
| 377 88 | 4,823 67 | 546 19 | 2,615 85 | | 19,372 28 | 16 |
| | | | | | | 17 |
| | | | | | | 18 |
| | | | | | 141 87 | 19 |
| 148 60 | 3,063 06 | | 5,763 35 | 17 97 | 31,844 24 | 20 |
| | | | | | | 21 |
| 391 70 | | 571 25 | 1,345 19 | | 7,824 49 | 22 |
| | | | | | | 23 |
| 7,363 32 | 163,771 11 | 23,122 04 | 25,233 21 | 117 31 | 401,327 60 | 24 |
| | | | | | 52 25 | 25 |
| | | | | | | 26 |
| 1,848 87 | 1,139 64 | 761 45 | 5,222 64 | 35 95 | 36,653 12 | 27 |
| | | | | | | 28 |
| | | | | | | 29 |
| | | | | | | 30 |
| | | | | 28 03 | 28 03 | 31 |
| 1,371 93 | | 2,014 27 | 4,400 16 | 26 44 | 38,847 09 | 32 |
| 11,517 70 | 10,702 06 | 25,652 77 | 28,426 56 | 33 27 | 298,453 98 | 33 |
| | | | | | | 34 |
| | | | | 1,544 03 | 1,544 03 | 35 |
| 129 75 | 194 79 | 27 62 | 471 40 | 1 62 | 6,522 48 | 36 |
| | | | | 280 52 | 280 52 | 37 |
| | | | | | | 38 |
| | | | | | | 39 |
| 325 91 | | 1,019 00 | 2,704 29 | | 14,338 38 | 40 |
| | | | 5,823 43 | | 42,100 77 | 41 |
| | | | | | | 42 |
| 729 28 | 280 60 | 322 04 | 2,772 83 | 15 40 | 13,808 64 | 43 |
| 68 24 | 135 66 | 19 25 | 262 51 | 88 | 2,801 56 | 44 |
| 96 30 | 204 47 | 29 00 | 338 32 | 1 25 | 3,698 44 | 45 |
| \$ 28,523 77 | \$ 273,425 55 | \$ 65,368 55 | \$ 118,609 01 | \$ 2,658 35 | \$1,236,934 19 | |

TABLE No. 9—CONTINUED—TRANSPORTATION

| Number | NAME OF COMPANY | Superintendence | Dispatching Trains | Station Employees |
|--------|---|-----------------|-----------------------|----------------------|
| 1 | Atlantic Coast Line R. R. Co..... | \$ 25,799 86 | \$ 25,458 23 | \$ 175,220 12 |
| 2 | Atlantic and Danville Ry. Co., The | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 1,070 99 | | 2,248 76 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | | | |
| 5 | Cape Charles R. R. Co..... | 468 34 | | 2,244 40 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 5,613 00 | 1,602 66 | 7,158 27 |
| 7 | Chesapeake and Ohio Ry. Co., The | 99,269 38 | 150,926 83 | 602,937 90 |
| 8 | Chesapeake and Western R. R. Co. | | | |
| 9 | Chesapeake Western Ry..... | 1,023 61 | | 4,129 22 |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | 192 10 | 934 95 | 3,463 68 |
| 11 | Danville and Western Ry. Co..... | 2,354 33 | 1,261 87 | 19,871 14 |
| 12 | Delaware, Maryland and Virginia R. R. Co..... | | | |
| 13 | Franklin and Pittsylvania R. R. Co. | | | |
| 14 | Interstate R. R. Co..... | 3,000 00 | 1,130 47 | 8,000 00 |
| 15 | Laurel Ry. Co..... | | | 331 85 |
| 16 | Louisville and Nashville R. R. Co. | 5,297 79 | 12,263 52 | 34,626 88 |
| 17 | Marion and Rye Valley Ry. Co..... | 300 00 | | 800 00 |
| 18 | Nelson and Albemarle Ry. Co..... | 1,000 00 | | 697 10 |
| 19 | New River, Holston and Western R. R. Co..... | 525 00 | | 120 00 |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 29,895 54 | 27,144 02 | 166,616 26 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co..... | 10,335 78 | | 500 00 |
| 22 | Norfolk Southern R. R. Co..... | 4,996 72 | 1,405 60 | 31,943 70 |
| 23 | Norfolk Terminal Ry. Co..... | | | 31,251 06 |
| 24 | Norfolk and Western Ry. Co..... | 172,461 41 | 219,743 90 | 855,643 36 |
| 25 | Potomac, Fredericksburg and Pied- mont R. R. Co..... | | | 2,000 00 |
| 26 | Potomac R. R. Co..... | | | |
| 27 | Richmond, Fredericksburg and Poto- mac R. R. Co..... | 25,519 57 | 44,148 72 | 134,496 17 |
| 28 | Richmond, Fredericksburg and Poto- mac and Richmond and Petersburg R. R. Connection Co..... | | | |
| 29 | Richmond and Mecklenburg R. R. Co. | | | |
| 30 | Roaring Fork R. R. Co..... | 135 00 | | 243 10 |
| 31 | Rosslyn Connecting R. R. Co..... | 876 84 | | 4,000 00 |
| 32 | Seaboard Air Line Ry..... | 10,097 94 | 24,426 99 | 225,454 25 |
| 33 | Southern Ry. Co..... | 77,893 85 | 109,462 73 | 389,060 66 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | | | 3,000 00 |
| 35 | Tidewater and Western R. R. Co..... | 1,692 02 | | 5,000 00 |
| 36 | Valley Railroad Company of Virginia. | 2,918 18 | 1,334 58 | 20,597 68 |
| 37 | Virginia-Carolina Ry. Co..... | 7,459 15 | | 1,571 02 |
| 38 | Virginia and Kentucky Ry. Co..... | 1,500 00 | | 800 00 |
| 39 | Virginia Southern R. R. Co..... | | | 1,800 34 |
| 40 | Virginia and Southwestern Ry. Co. | 7,910 01 | 1,092 00 | 27,689 80 |
| 41 | Virginian Ry. Co., The..... | 34,698 97 | 36,391 16 | 56,910 97 |
| 42 | Virginian Terminal Ry. Co., The | | | |
| 43 | Washington Southern Ry. Co..... | 14,783 93 | 11,935 40 | 129,465 73 |
| 44 | Winchester and Potomac R. R. Co. | 1,310 26 | 595 24 | 2,778 16 |
| 45 | Winchester and Strasburg R. R. Co. | 1,750 22 | 794 71 | 8,025 54 |
| | Total..... | \$ 552,149 79 | \$ 672,053 58 | \$ 2,960,770 44 |

EXPENSES—STATE OF VIRGINIA.

| Weighing and Car Service Associations | Coal and Ore Docks | Station Supplies and Expenses | Yardmasters and Their Clerks | Yard Con- ductors and Brakemen | Yard, Switch and Signal Tenders | Number |
|---|-----------------------|-------------------------------------|------------------------------------|--------------------------------------|---------------------------------------|--------|
| \$ 5,098 02 | ----- | \$ 13,752 79 | \$ 16,854 91 | \$ 40,690 37 | \$ 994 22 | 1 |
| ----- | ----- | ----- | ----- | ----- | ----- | 2 |
| ----- | ----- | ----- | ----- | ----- | ----- | 3 |
| 19 97 | ----- | 172 19 | 308 00 | 184 62 | ----- | 4 |
| 310 35 | ----- | 870 49 | 892 29 | 4,857 65 | 266 37 | 5 |
| 4,953 55 | \$ 24,346 79 | 46,659 05 | 60,419 09 | 212,669 35 | 17,307 58 | 6 |
| ----- | ----- | ----- | ----- | 11 35 | ----- | 7 |
| 7 35 | ----- | 215 14 | ----- | ----- | ----- | 8 |
| 287 75 | ----- | 1,930 55 | ----- | ----- | ----- | 9 |
| ----- | ----- | ----- | ----- | ----- | ----- | 10 |
| ----- | ----- | 2,066 51 | ----- | ----- | ----- | 11 |
| ----- | ----- | ----- | ----- | ----- | ----- | 12 |
| 1,722 74 | ----- | 1,840 39 | 2,438 20 | 7,276 50 | 878 00 | 13 |
| ----- | ----- | 529 18 | ----- | ----- | ----- | 14 |
| ----- | ----- | 500 00 | ----- | ----- | ----- | 15 |
| ----- | ----- | 52 24 | ----- | ----- | ----- | 16 |
| 751 92 | ----- | 12,341 29 | 11,332 47 | 28,659 12 | 2,071 02 | 17 |
| ----- | ----- | 745 28 | ----- | 44,140 78 | ----- | 18 |
| 425 33 | ----- | 2,248 77 | 1,207 56 | 3,164 20 | 91 06 | 19 |
| 23,325 55 | 23,609 05 | 63,287 36 | 135,045 28 | 346,512 01 | 28,424 23 | 20 |
| ----- | ----- | 1,147 41 | ----- | ----- | ----- | 21 |
| 2,233 99 | ----- | 9,796 59 | 19,073 44 | 52,489 56 | ----- | 22 |
| ----- | ----- | ----- | ----- | ----- | ----- | 23 |
| ----- | ----- | 562 15 | ----- | 4,017 06 | ----- | 24 |
| 2,187 17 | ----- | 12,678 30 | 12,608 17 | 39,019 46 | 768 83 | 25 |
| 17,546 27 | ----- | 27,925 59 | 30,092 85 | 109,453 86 | 4,284 48 | 26 |
| ----- | ----- | 2,719 11 | ----- | ----- | ----- | 27 |
| ----- | ----- | 1,347 67 | ----- | 2,604 93 | ----- | 28 |
| 85 58 | ----- | 1,730 46 | ----- | 2,743 34 | ----- | 29 |
| ----- | ----- | 775 12 | ----- | ----- | ----- | 30 |
| 911 44 | ----- | 1,577 64 | 3,803 94 | 6,576 45 | 738 50 | 31 |
| 2,011 55 | 56,004 89 | 4,399 41 | 11,950 36 | 39,299 42 | 819 51 | 32 |
| 3,809 27 | ----- | 7,599 90 | 53,154 20 | 101,654 71 | 10,560 11 | 33 |
| 64 00 | ----- | 306 54 | ----- | ----- | ----- | 34 |
| 96 49 | ----- | 449 95 | ----- | ----- | ----- | 35 |
| \$ 65,848 29 | \$ 108,960 73 | \$ 220,227 07 | \$ 359,180 76 | \$1,046,024 74 | \$ 67,203 91 | 36 |
| ----- | ----- | ----- | ----- | ----- | ----- | 37 |
| ----- | ----- | ----- | ----- | ----- | ----- | 38 |
| ----- | ----- | ----- | ----- | ----- | ----- | 39 |
| ----- | ----- | ----- | ----- | ----- | ----- | 40 |
| ----- | ----- | ----- | ----- | ----- | ----- | 41 |
| ----- | ----- | ----- | ----- | ----- | ----- | 42 |
| ----- | ----- | ----- | ----- | ----- | ----- | 43 |
| ----- | ----- | ----- | ----- | ----- | ----- | 44 |
| ----- | ----- | ----- | ----- | ----- | ----- | 45 |

TABLE No. 9—TRANSPORTATION

| Number | NAME OF COMPANY | Yard Supplies and Expenses | Yard Enginemen | Enginehouse Expenses— Yard |
|--------|---|----------------------------------|-------------------|----------------------------------|
| 1 | Atlantic Coast Line R. R. Co. | \$ 1,767 63 | \$ 30,646 82 | \$ 5,580 56 |
| 2 | Atlantic and Danville Ry. Co., The | 681 22 | | |
| 3 | Big Sandy and Cumberland R. R. Co. | | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | | | |
| 5 | Cape Charles R. R. Co. | | 120 40 | 43 08 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 13 | 3,182 66 | 590 82 |
| 7 | Chesapeake and Ohio Ry. Co., The | 6,384 66 | 186,076 51 | 24,217 18 |
| 8 | Chesapeake and Western R. R. Co. | | | |
| 9 | Chesapeake Western Ry. | | 11 49 | |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | | | |
| 11 | Danville and Western Ry. Co. | | 238 96 | |
| 12 | Delaware, Maryland and Virginia R. R. Co. | | | |
| 13 | Franklin and Pittsylvania R. R. Co. | | | |
| 14 | Interstate R. R. Co. | 285 04 | | |
| 15 | Laurel Ry. Co. | | | |
| 16 | Louisville and Nashville R. R. Co. | 661 23 | 4,308 27 | 768 08 |
| 17 | Marion and Rye Valley Ry. Co. | | | |
| 18 | Nelson and Albemarle Ry. Co. | | | |
| 19 | New River, Holston and Western R. R. Co. | 35 00 | | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 2,502 20 | 17,741 63 | 4,078 80 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 7,809 26 | 20,808 09 | |
| 22 | Norfolk Southern R. R. Co. | 44 88 | 3,158 56 | 396 79 |
| 23 | Norfolk Terminal Ry. Co. | 3 48 | | |
| 24 | Norfolk and Western Ry. Co. | 27,488 48 | 180,664 19 | 57,972 91 |
| 25 | Potomac, Fredericksburg and Pied- mont R. R. Co. | | 540 00 | |
| 26 | Potomac R. R. Co. | | | |
| 27 | Richmond, Fredericksburg and Poto- mac R. R. Co. | 1,424 89 | 39,598 99 | 9,441 74 |
| 28 | Richmond, Fredericksburg and Poto- mac and Richmond and Petersburg R. R. Connection Co. | | | |
| 29 | Richmond and Mecklenburg R. R. Co. | | | |
| 30 | Roaring Fork R. R. Co. | | | |
| 31 | Rosslyn Connecting R. R. Co. | 535 61 | 1,454 87 | |
| 32 | Seaboard Air Line Ry. | 2,695 00 | 30,025 84 | 10,859 45 |
| 33 | Southern Ry. Co. | 1,680 90 | 76,431 92 | 9,722 43 |
| 34 | Surry, Sussex and Southampton Ry. Co. | | | |
| 35 | Tidewater and Western R. R. Co. | 752 27 | 1,802 74 | |
| 36 | Valley Railroad Company of Virginia | 8 68 | 2,384 14 | 551 90 |
| 37 | Virginia-Carolina Ry. Co. | 341 35 | | |
| 38 | Virginia and Kentucky Ry. Co. | | | |
| 39 | Virginia Southern R. R. Co. | | | |
| 40 | Virginia and Southwestern Ry. Co. | 72 13 | 7,695 15 | 1,304 15 |
| 41 | Virginian Ry. Co., The | 2,445 07 | 20,395 79 | 1,558 94 |
| 42 | Virginian Terminal Ry. Co., The | | | |
| 43 | Washington Southern Ry. Co. | 10,556 43 | 45,017 43 | 6,484 92 |
| 44 | Winchester and Potomac R. R. Co. | | | |
| 45 | Winchester and Strasburg R. R. Co. | | | |
| | Total | \$ 68,145 54 | \$ 622,501 85 | \$ 133,571 76 |

EXPENSES—STATE OF VIRGINIA—CONTINUED.

| Fuel for Yard Locomotives | Water for Yard Locomotives | Lubricants for Yard Locomotives | Other Supplies for Yard Locomotives | Operating Joint Yards and Terminals —Dr. | Operating Joint Yards and Terminals —Cr. | Number |
|---------------------------------|----------------------------------|---------------------------------------|--|--|--|--------|
| \$ 33,175 78 | \$ 1,599 97 | \$ 447 52 | \$ 621 25 | \$ 14,097 72 | \$ 11,462 17 | 1 |
| | | | | | | 2 |
| | | | | | | 3 |
| | | | | | | 4 |
| 257 66 | | 3 18 | | | | 5 |
| 2,092 40 | 46 90 | 164 43 | 112 56 | | | 6 |
| 80,401 89 | 5,967 10 | 2,688 31 | 2,152 12 | 36,581 05 | 14,885 02 | 7 |
| | | | | 2,001 37 | | 8 |
| | | | | 1,030 95 | | 9 |
| | | | | | | 10 |
| | | | | | | 11 |
| | | | | | | 12 |
| | | | | | | 13 |
| | | | | | | 14 |
| 2,790 26 | 98 12 | 69 32 | 19 14 | 8,679 48 | 2,833 57 | 15 |
| | | | | | | 16 |
| | | | | | | 17 |
| | | | | | | 18 |
| | | | | | | 19 |
| 26,268 13 | 1,293 90 | 374 26 | 409 60 | 22,045 92 | 15 17 | 20 |
| 24,393 94 | | | | 1,535 21 | 22,505 23 | 21 |
| 4,773 84 | 178 50 | 62 47 | 27 07 | 2,292 37 | | 22 |
| | | | | | | 23 |
| 79,174 66 | 16,197 20 | Cr. 157 12 | 3,322 16 | 152,853 07 | 105,764 73 | 24 |
| | | | | | | 25 |
| | | | | | | 26 |
| 47,075 39 | 878 23 | 1,240 05 | 829 97 | 13,135 01 | 299 20 | 27 |
| | | | | | | 28 |
| | | | | | | 29 |
| | | | | | | 30 |
| 1,510 77 | | | | | | 31 |
| 36,325 78 | 2,558 66 | 310 54 | 267 92 | 12,860 09 | 495 55 | 32 |
| 61,244 53 | 2,562 59 | 999 55 | 1,135 63 | 104,972 90 | 20,638 96 | 33 |
| | | | | | | 34 |
| 2,803 44 | | | | | | 35 |
| 2,818 06 | 9 09 | | | 2,486 46 | 4,242 48 | 36 |
| 35 | | | | 1,295 81 | | 37 |
| | | | | | | 38 |
| 5,036 16 | 397 86 | 180 19 | 41 97 | 5,073 48 | | 39 |
| 15,374 28 | 2,250 71 | 120 64 | 242 40 | 3,675 83 | 2,821 32 | 40 |
| | | | | | | 41 |
| 45,314 40 | 744 71 | 989 44 | 1,299 24 | | 316,417 67 | 42 |
| | | | | 79 69 | | 43 |
| | | | | 858 83 | | 44 |
| \$ 470,831 74 | \$ 34,783 54 | \$ 7,492 78 | \$ 10,481 03 | \$ 385,555 24 | \$ 502,381 07 | 45 |

TABLE No. 9—TRANSPORTATION

| Number | NAME OF COMPANY | Road Enginemen | Enginehouse Expenses— Road | Fuel for Road Locomotives |
|--------|---|-------------------|----------------------------------|---------------------------------|
| 1 | Atlantic Coast Line R. R. Co..... | \$ 120,843 82 | \$ 29,600 87 | \$ 205,198 35 |
| 2 | Atlantic and Danville Ry. Co., The | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | | | 1,883 70 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | 1,205 00 | | 406 48 |
| 5 | Cape Charles R. R. Co..... | 1,103 98 | 250 21 | 3,808 49 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 25,980 72 | 4,489 34 | 22,854 55 |
| 7 | Chesapeake and Ohio Ry. Co., The | 549,882 89 | 96,217 17 | 501,850 01 |
| 8 | Chesapeake and Western R. R. Co. | | | |
| 9 | Chesapeake Western Ry..... | 3,519 68 | | 7,559 80 |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | 3,920 32 | 1,389 31 | 9,201 33 |
| 11 | Danville and Western Ry. Co. | 9,812 88 | 1,025 50 | 18,210 68 |
| 12 | Delaware, Maryland and Virginia R. R. Co..... | | | |
| 13 | Franklin and Pittsylvania R. R. Co. | | | |
| 14 | Interstate R. R. Co..... | 8,879 41 | | |
| 15 | Laurel Ry. Co..... | 1,186 93 | | 1,475 98 |
| 16 | Louisville and Nashville R. R. Co. | 57,272 06 | 9,340 65 | 52,087 23 |
| 17 | Marion and Rye Valley Ry. Co. | 2,992 05 | | 8,225 53 |
| 18 | Nelson and Albemarle Ry. Co. | 3,349 85 | | 3,806 96 |
| 19 | New River, Holston and Western R. R. Co..... | 1,478 10 | | 1,835 39 |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 63,262 95 | 12,694 53 | 190,480 83 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co..... | | | |
| 22 | Norfolk Southern R. R. Co..... | 13,403 98 | 2,331 93 | 24,995 26 |
| 23 | Norfolk Terminal Ry. Co..... | | | |
| 24 | Norfolk and Western Ry. Co. | 1,209,828 68 | 305,277 14 | 1,369,452 40 |
| 25 | Potomac, Fredericksburg and Pied- mont R. R. Co..... | 2,320 05 | | 4,051 01 |
| 26 | Potomac R. R. Co..... | | | |
| 27 | Richmond, Fredericksburg and Poto- mac R. R. Co..... | 126,669 78 | 33,353 60 | 205,399 91 |
| 28 | Richmond, Fredericksburg and Poto- mac and Richmond and Petersburg R. R. Connection Co..... | | | |
| 29 | Richmond and Mecklenburg R. R. Co. | | | |
| 30 | Roaring Fork R. R. Co..... | 2,899 12 | | 3,960 00 |
| 31 | Roselyn Connecting R. R. Co. | | | |
| 32 | Seaboard Air Line Ry..... | 90,841 99 | 13,753 13 | 148,531 60 |
| 33 | Southern Ry. Co..... | 502,368 32 | 97,374 49 | 755,306 77 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | | | 16,725 00 |
| 35 | Tidewater and Western R. R. Co. | 3,639 96 | | 5,774 17 |
| 36 | Valley Railroad Company of Virginia. | 11,692 92 | 3,368 52 | 27,980 57 |
| 37 | Virginia-Carolina Ry. Co..... | 2,352 87 | | 5,170 17 |
| 38 | Virginia and Kentucky Ry. Co. | 1,998 50 | | 1,135 00 |
| 39 | Virginia Southern R. R. Co. | 2,058 37 | | 4,320 57 |
| 40 | Virginia and Southwestern Ry. Co. | 63,828 46 | 9,208 34 | 54,069 19 |
| 41 | Virginian Ry. Co., The | 164,168 51 | 59,052 79 | 167,946 40 |
| 42 | Virginian Terminal Ry. Co., The | | | |
| 43 | Washington Southern Ry. Co. | 47,116 79 | 23,234 96 | 77,792 26 |
| 44 | Winchester and Potomac R. R. Co. | 5,605 42 | 1,174 85 | 4,963 69 |
| 45 | Winchester and Strasburg R. R. Co. | 7,582 81 | 1,572 28 | 6,802 83 |
| | Total..... | \$ 3,113,047 17 | \$ 704,709 58 | \$ 3,913,042 07 |

EXPENSES—STATE OF VIRGINIA—CONTINUED.

| Water for Road Locomotives | Lubricants for Road Locomotives | Other Supplies for Road Locomotives | Road Trainmen | Train Supplies and Expenses | Interlockers, Blocks and Other Signal —Operation | Number |
|----------------------------------|---------------------------------------|--|------------------|-----------------------------------|---|--------|
| \$ 11,744 67 | \$ 3,811 34 | \$ 3,910 66 | \$ 133,404 25 | \$ 36,012 27 | \$ 1,641 48 | 1 |
| | 292 34 | | 5,455 43 | 208 18 | | 2 |
| | | 111 78 | 806 00 | 26 36 | | 3 |
| 36 32 | 43 64 | 45 18 | 1,401 99 | 136 21 | | 4 |
| 1,063 54 | 1,014 86 | 884 59 | 20,244 56 | 3,110 32 | | 5 |
| 52,832 97 | 14,996 20 | 17,238 80 | 597,934 53 | 148,174 39 | 16,758 90 | 6 |
| | | 1,765 24 | 3,730 59 | 381 62 | | 7 |
| 326 79 | 100 53 | 1 39 | 4,388 94 | 538 32 | 70 37 | 8 |
| 677 83 | 549 06 | 289 43 | 11,948 65 | 2,312 94 | | 9 |
| | | | | | | 10 |
| | | | | | | 11 |
| 6,313 85 | | 2,189 72 | 14,140 49 | 1,154 11 | | 12 |
| | | 93 17 | 759 18 | 32 11 | | 13 |
| 2,319 52 | 1,263 82 | 1,592 58 | 57,232 23 | 7,700 14 | 28 05 | 14 |
| | | 1,280 22 | 3,652 63 | 59 22 | | 15 |
| | | 293 86 | 2,162 20 | 86 37 | | 16 |
| | | 312 58 | 1,049 09 | 63 93 | | 17 |
| 6,388 87 | 2,208 13 | 1,845 23 | 84,286 45 | 14,644 41 | 1,564 48 | 18 |
| 2,279 76 | 535 18 | 312 72 | 15,678 22 | 2,851 47 | 309 43 | 19 |
| 97,026 80 | 26,514 90 | 42,577 71 | 922,200 80 | 177,342 74 | 69,361 08 | 20 |
| | | 159 36 | 2,502 43 | 239 96 | | 21 |
| 7,676 43 | 8,759 41 | 7,666 84 | 133,630 54 | 53,566 54 | 5,573 65 | 22 |
| | | | | | | 23 |
| | | | | | | 24 |
| | | 440 78 | 4,207 54 | 94 47 | | 25 |
| 8,090 87 | 3,067 53 | 2,645 50 | 83,288 56 | 25 96 | | 26 |
| 44,256 25 | 10,020 60 | 13,800 53 | 540,582 89 | 19,296 85 | 1,864 40 | 27 |
| | | 4,199 43 | 37,097 90 | 122,888 29 | 7,991 35 | 28 |
| | | 1,492 28 | 3,076 96 | 468 50 | | 29 |
| 1,440 32 | 88 12 | 327 62 | 13,313 35 | 931 09 | | 30 |
| | | 443 64 | 2,559 54 | 2,767 45 | | 31 |
| | | | 1,500 00 | 131 65 | | 32 |
| 4,235 24 | 1,291 08 | 587 98 | 1,975 28 | 54 90 | | 33 |
| 9,763 58 | 8,356 42 | 1,414 48 | 44,556 72 | 9 52 | | 34 |
| | | 6,833 62 | 141,962 89 | 7,592 94 | | 35 |
| 3,639 73 | 1,734 24 | 1,826 36 | 49,350 43 | 21,708 85 | 9,385 60 | 36 |
| 364 27 | 31 56 | 223 34 | 6,806 98 | 31,703 36 | 13,498 93 | 37 |
| 491 86 | 41 64 | 300 85 | 9,213 66 | 1,141 95 | | 38 |
| | | | | 1,429 24 | | 39 |
| \$ 280,969 47 | \$ 84,720 80 | \$ 117,107 47 | \$2,955,901 57 | \$ 658,886 63 | \$ 128,047 72 | 40 |
| | | | | | | 41 |
| | | | | | | 42 |
| | | | | | | 43 |
| | | | | | | 44 |
| | | | | | | 45 |

TABLE No. 9—TRANSPORTATION

| Number | NAME OF COMPANY | Crossing Flagmen and Gatemen | Drawbridge Operation | Clearing Wrecks |
|--------|---|------------------------------------|-------------------------|--------------------|
| 1 | Atlantic Coast Line R. R. Co..... | \$ 3,517 63 | \$ 2,304 76 | \$ 4,778 11 |
| 2 | Atlantic and Danville Ry. Co., The.. | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | | | |
| 5 | Cape Charles R. R. Co..... | | | 6 76 |
| 6 | Carolina, Clinchfield and Ohio Ry. | | | 254 76 |
| 7 | Chesapeake and Ohio Ry. Co., The.. | 8,098 68 | | 24,002 60 |
| 8 | Chesapeake and Western R. R. Co. | | | |
| 9 | Chesapeake Western Ry..... | | | |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | 59 96 | | 185 92 |
| 11 | Danville and Western Ry. Co. | | | 764 26 |
| 12 | Delaware, Maryland and Virginia R. R. Co..... | | | |
| 13 | Franklin and Pittsylvania R. R. Co.. | | | |
| 14 | Interstate R. R. Co..... | | | |
| 15 | Laurel Ry. Co..... | | | |
| 16 | Louisville and Nashville R. R. Co. | 303 28 | | 3,452 96 |
| 17 | Marion and Rye Valley Ry. Co. | | | |
| 18 | Nelson and Albemarle Ry. Co. | | | |
| 19 | New River, Holston and Western R. R. Co..... | | | |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 1,797 37 | 1,696 92 | 1,519 60 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co..... | 163 54 | 1,034 28 | 994 86 |
| 22 | Norfolk Southern R. R. Co..... | | | |
| 23 | Norfolk Terminal Ry. Co..... | 32,164 09 | 4,236 18 | 62,815 03 |
| 24 | Norfolk and Western Ry. Co..... | | | |
| 25 | Potomac, Fredericksburg and Pied- mont R. R. Co..... | | | |
| 26 | Potomac R. R. Co..... | | | |
| 27 | Richmond, Fredericksburg and Poto- mac R. R. Co..... | 10,681 18 | 1,321 27 | 2,840 79 |
| 28 | Richmond, Fredericksburg and Poto- mac and Richmond and Petersburg R. R. Connection Co. | | | |
| 29 | Richmond and Mecklenburg R. R. Co. | | | |
| 30 | Roaring Fork R. R. Co..... | | | |
| 31 | Rosslyn Connecting R. R. Co..... | | | |
| 32 | Seaboard Air Line Ry..... | 11,007 23 | 01 | 5,331 65 |
| 33 | Southern Ry. Co..... | 11,306 80 | 645 46 | 18,193 60 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | | | |
| 35 | Tidewater and Western R. R. Co..... | | | |
| 36 | Valley Railroad Company of Virginia. | 432 14 | | 123 11 |
| 37 | Virginia-Carolina Ry. Co..... | | | |
| 38 | Virginia and Kentucky Ry. Co..... | | | |
| 39 | Virginia Southern R. R. Co..... | | | |
| 40 | Virginia and Southwestern Ry. Co. | | | 2,328 64 |
| 41 | Virginian Ry. Co., The.. | 3,274 49 | 3,042 30 | 11,700 33 |
| 42 | Virginian Terminal Ry. Co., The.. | | | |
| 43 | Washington Southern Ry. Co..... | 276 32 | 1,095 28 | 1,840 49 |
| 44 | Winchester and Potomac R. R. Co. | 21 81 | | 49 74 |
| 45 | Winchester and Strasburg R. R. Co. | 1,274 56 | | 34 16 |
| | Total..... | \$ 84,378 08 | \$ 15,376 46 | \$ 141,297 93 |

EXPENSES—STATE OF VIRGINIA—CONTINUED.

| Telegraph and Telephone Operation | Operating Floating Equipment | Stationery and Printing | Other Expenses | Loss and Damage— Freight | Loss and Damage— Baggage | Number |
|--|------------------------------------|----------------------------|-------------------|--------------------------------|--------------------------------|--------|
| \$ 3,585 09 | \$ 3,138 77 | \$ 9,672 36 | \$ 1,904 63 | \$ 49,021 56 | \$ 853 00 | 1 |
| ----- | ----- | ----- | 19 06 | 398 21 | ----- | 2 |
| ----- | ----- | ----- | 2 50 | ----- | ----- | 3 |
| 19 20 | ----- | 111 39 | 06 | 71 81 | ----- | 4 |
| 113 15 | ----- | 1,947 56 | 19 79 | 1,541 94 | ----- | 5 |
| 13,501 58 | 2,819 17 | 32,626 40 | 11,704 78 | 100,469 27 | 1,468 71 | 6 |
| ----- | ----- | ----- | 568 53 | 374 59 | ----- | 7 |
| 7 57 | ----- | 78 81 | 3 42 | 93 83 | 20 | 8 |
| 329 60 | ----- | 1,414 51 | 11 35 | 472 33 | 1 82 | 9 |
| ----- | ----- | ----- | ----- | ----- | ----- | 10 |
| ----- | ----- | ----- | 2,810 56 | 137 49 | ----- | 11 |
| ----- | ----- | ----- | 228 13 | ----- | 49 | 12 |
| 516 41 | ----- | 4,117 97 | 61 02 | 5,856 00 | 119 21 | 13 |
| ----- | ----- | ----- | 360 92 | 191 37 | ----- | 14 |
| ----- | ----- | ----- | 692 55 | 326 57 | ----- | 15 |
| ----- | ----- | ----- | 120 45 | 25 99 | ----- | 16 |
| 6,845 52 | 287,254 36 | 15,498 39 | 3,236 08 | 15,774 10 | 132 28 | 17 |
| ----- | ----- | ----- | 5,349 94 | 112 98 | ----- | 18 |
| 1,067 58 | 1,836 98 | 1,517 60 | 44 88 | 3,709 80 | 100 90 | 19 |
| ----- | ----- | ----- | 218 13 | ----- | ----- | 20 |
| 21,308 61 | ----- | 51,304 93 | 6,516 88 | 112,137 18 | 791 56 | 21 |
| ----- | ----- | ----- | 446 91 | 36 51 | ----- | 22 |
| 5,233 32 | ----- | 15,209 02 | 1,512 13 | 12,174 94 | 513 05 | 23 |
| ----- | ----- | ----- | ----- | ----- | ----- | 24 |
| ----- | ----- | ----- | 314 33 | 142 65 | ----- | 25 |
| 2,107 33 | 9,736 15 | 7,386 96 | 72 24 | 24 10 | ----- | 26 |
| 17,885 57 | ----- | 26,193 35 | 381 20 | 26,332 48 | 172 52 | 27 |
| ----- | ----- | ----- | 5,707 45 | 113,698 72 | 3,369 56 | 28 |
| ----- | ----- | ----- | ----- | 2,251 59 | ----- | 29 |
| 36 50 | ----- | 1,002 25 | 681 22 | 327 55 | ----- | 30 |
| ----- | ----- | ----- | 289 60 | 4,324 11 | ----- | 31 |
| ----- | ----- | ----- | 192 32 | 70 68 | ----- | 32 |
| ----- | ----- | ----- | 108 42 | 53 55 | ----- | 33 |
| 21 60 | ----- | 2,191 21 | 176 20 | 98 06 | ----- | 34 |
| 632 90 | ----- | 6,635 44 | 509 98 | 2,346 55 | 35 83 | 35 |
| ----- | ----- | ----- | 334 41 | 7,926 17 | 31 18 | 36 |
| 7,228 81 | ----- | 16,325 75 | 632 86 | 6,646 46 | 23 35 | 37 |
| 16 53 | ----- | 458 26 | 133 14 | 1,397 19 | ----- | 38 |
| 21 04 | ----- | 613 44 | 181 93 | 1,878 51 | ----- | 39 |
| \$ 80,497 91 | \$ 304,785 43 | \$ 194,305 60 | \$ 45,548 00 | \$ 470,444 84 | \$ 7,613 66 | 40 |
| ----- | ----- | ----- | ----- | ----- | ----- | 41 |
| ----- | ----- | ----- | ----- | ----- | ----- | 42 |
| ----- | ----- | ----- | ----- | ----- | ----- | 43 |
| ----- | ----- | ----- | ----- | ----- | ----- | 44 |
| ----- | ----- | ----- | ----- | ----- | ----- | 45 |

TABLE No. 9—TRANSPORTATION

| Number | NAME OF COMPANY | |
|--------|---|-------|
| | | |
| 1 | Atlantic Coast Line R. R. Co. | ..... |
| 2 | Atlantic and Danville Ry. Co., The | ..... |
| 3 | Big Sandy and Cumberland R. R. Co. | ..... |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | ..... |
| 5 | Cape Charles R. R. Co. | ..... |
| 6 | Carolina, Clinchfield and Ohio Ry. | ..... |
| 7 | Chesapeake and Ohio Ry. Co., The | ..... |
| 8 | Chesapeake and Western R. R. Co. | ..... |
| 9 | Chesapeake Western Ry. | ..... |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | ..... |
| 11 | Danville and Western Ry. Co. | ..... |
| 12 | Delaware, Maryland and Virginia R. R. Co. | ..... |
| 13 | Franklin and Pittsylvania R. R. Co. | ..... |
| 14 | Interstate R. R. Co. | ..... |
| 15 | Laurel Ry. Co. | ..... |
| 16 | Louisville and Nashville R. R. Co. | ..... |
| 17 | Marion and Rye Valley Ry. Co. | ..... |
| 18 | Nelson and Albemarle Ry. Co. | ..... |
| 19 | New River, Holston and Western R. R. Co. | ..... |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | ..... |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | ..... |
| 22 | Norfolk Southern R. R. Co. | ..... |
| 23 | Norfolk Terminal Ry. Co. | ..... |
| 24 | Norfolk and Western Ry. Co. | ..... |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | ..... |
| 26 | Potomac R. R. Co. | ..... |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | ..... |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | ..... |
| 29 | Richmond and Mecklenburg R. R. Co. | ..... |
| 30 | Roaring Fork R. R. Co. | ..... |
| 31 | Rosslyn Connecting R. R. Co. | ..... |
| 32 | Seaboard Air Line Ry. | ..... |
| 33 | Southern Ry. Co. | ..... |
| 34 | Surry, Sussex and Southampton Ry. Co. | ..... |
| 35 | Tidewater and Western R. R. Co. | ..... |
| 36 | Valley Railroad Company of Virginia. | ..... |
| 37 | Virginia-Carolina Ry. Co. | ..... |
| 38 | Virginia and Kentucky Ry. Co. | ..... |
| 39 | Virginia Southern R. R. Co. | ..... |
| 40 | Virginia and Southwestern Ry. Co. | ..... |
| 41 | Virginian Ry. Co., The | ..... |
| 42 | Virginian Terminal Ry. Co., The | ..... |
| 43 | Washington Southern Ry. Co. | ..... |
| 44 | Winchester and Potomac R. R. Co. | ..... |
| 45 | Winchester and Strasburg R. R. Co. | ..... |
| | Total | ..... |

EXPENSES—STATE OF VIRGINIA—CONTINUED.

| Damage to Property | Damage to Stock on Right of Way | Injuries to Persons | Operating Joint Tracks—Dr. | Operating Joint Tracks—Cr. | TOTAL | Number |
|-----------------------|---------------------------------------|------------------------|----------------------------------|----------------------------------|-----------------|--------|
| \$ 10,676 14 | \$ 17,258 95 | \$ 33,835 58 | \$ 1,127 05 | \$ 4,879 04 | \$ 1,063,305 90 | 1 |
| | | 204 78 | | | 12,462 67 | 2 |
| | | | | | 2,358 12 | 3 |
| | | | | | 10,667 09 | 4 |
| 614 46 | 2,408 92 | 704 82 | 6,571 83 | | 121,610 69 | 5 |
| 9,512 97 | 12,421 18 | 39,152 13 | 26,051 83 | 135 07 | 3,776,633 41 | 6 |
| | | | | | 25,434 36 | 7 |
| 265 27 | | 92 00 | | | 25,252 96 | 8 |
| | 27 | 72 46 | | | 78,914 50 | 9 |
| 428 00 | 421 31 | 2,724 00 | 544 80 | | | 10 |
| | | | | | | 11 |
| | | | | | | 12 |
| 1,536 84 | | 1,796 30 | 5,130 73 | 1,795 27 | 56,776 25 | 13 |
| | | 7 87 | | | 4,115 66 | 14 |
| 722 69 | 4,517 85 | 28,399 91 | 547 73 | 1,528 51 | 316,827 15 | 15 |
| 12 00 | | | | | 18,403 11 | 16 |
| 122 89 | | | | | 13,038 37 | 17 |
| 118 36 | | | | | 5,736 13 | 18 |
| 1,024 49 | 131 11 | 4,374 09 | | 387 83 | 1,069,783 27 | 19 |
| 178 15 | 100 00 | 1,284 35 | | | 94,586 53 | 20 |
| 3,636 93 | 1,607 03 | 4,658 44 | 99 92 | | 139,638 23 | 21 |
| | | 8 50 | | 31,511 17 | | 22 |
| 11,132 21 | 12,235 95 | 83,732 40 | 127 86 | 15,030 41 | 6,882,827 41 | 23 |
| | | | | | 13,443 64 | 24 |
| | | | | | | 25 |
| 2,481 86 | 612 01 | 9,875 06 | | 1,451 00 | 1,044,403 44 | 26 |
| | | | | | | 27 |
| | | | | | | 28 |
| | | 90 00 | 1,895 07 | | 14,422 06 | 29 |
| 10 20 | | | | 1 04 | 13,088 46 | 30 |
| 7,018 76 | 7,879 13 | 25,743 68 | | | 897,116 10 | 31 |
| 16,528 41 | 12,975 71 | 48,113 83 | 12,595 88 | 18,998 06 | 3,366,626 77 | 32 |
| | | | | | 66,461 53 | 33 |
| 687 74 | | 9 75 | | | 32,623 79 | 34 |
| 462 71 | 352 35 | 1,607 10 | 62 46 | 2,456 12 | 100,620 75 | 35 |
| 1,435 84 | | 210 28 | | | 23,234 64 | 36 |
| | | | | | 7,925 49 | 37 |
| | | | | | 11,026 52 | 38 |
| 1,107 86 | 5,901 25 | 12,229 11 | 21,000 79 | 562 20 | 303,998 16 | 39 |
| 4,167 25 | 5,058 30 | 12,969 53 | 2,961 58 | 158 70 | 934,042 42 | 40 |
| | | | | | | 41 |
| 260 94 | 268 67 | 1,344 79 | | 5,403 86 | 407,389 12 | 42 |
| 88 91 | 158 49 | 60 29 | | | 27,830 31 | 43 |
| 209 55 | 336 76 | 1,423 78 | 964 54 | | 46,352 19 | 44 |
| | | | | | | 45 |
| \$ 74,441 43 | \$ 84,645 24 | \$ 314,724 83 | \$ 80,372 07 | \$ 84,298 28 | \$21,028,967 20 | |

TABLE No. 9—CONTINUED—GENERAL

| Number | NAME OF COMPANY | Salaries and Expenses of General Officers | Salaries and Expenses of Clerks and Attendants | General Office Supplies and Expenses | Law Expenses |
|--------|---|---|--|--------------------------------------|---------------|
| 1 | Atlantic Coast Line R. R. Co..... | \$ 7,998 62 | \$ 24,845 56 | \$ 1,524 38 | \$ 18,281 94 |
| 2 | Atlantic and Danville Ry. Co., The..... | | | | |
| 3 | Big Sandy and Cumberland R. R. Co..... | 300 00 | 316 96 | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | 350 00 | 353 43 | | |
| 5 | Cape Charles R. R. Co..... | 135 00 | 785 72 | | |
| 6 | Carolina, Clinchfield and Ohio Ry..... | 6,268 76 | 8,361 20 | 1,487 44 | 6,231 64 |
| 7 | Chesapeake and Ohio Ry. Co., The..... | 63,733 06 | 114,156 82 | 24,166 44 | 47,199 53 |
| 8 | Chesapeake and Western R. R. Co..... | | | | |
| 9 | Chesapeake Western Ry..... | 1,365 46 | 2,000 00 | | |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | 23 11 | 202 06 | 17 33 | 41 93 |
| 11 | Danville and Western Ry. Co..... | 5,030 20 | 2,307 41 | 224 29 | 302 59 |
| 12 | Delaware, Maryland and Virginia R. R. Co..... | | | | |
| 13 | Franklin and Pittsylvania R. R. Co..... | | | | |
| 14 | Interstate R. R. Co..... | 8,000 00 | 5,000 00 | 1,680 09 | 1,000 00 |
| 15 | Laurel Ry. Co..... | 598 17 | | | |
| 16 | Louisville and Nashville R. R. Co..... | 1,587 96 | 6,786 39 | 371 81 | 4,530 23 |
| 17 | Marion and Rye Valley Ry. Co..... | 2,367 33 | | | |
| 18 | Nelson and Albemarle Ry. Co..... | 1,599 96 | | | |
| 19 | New River, Holston and Western R. R. Co..... | 1,500 00 | 538 29 | | |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 12,389 98 | 38,783 29 | 6,441 40 | 5,617 60 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co..... | 9,668 14 | | | |
| 22 | Norfolk Southern R. R. Co..... | 3,983 58 | 5,700 32 | 1,177 92 | 3,861 97 |
| 23 | Norfolk Terminal Ry. Co..... | 3,500 00 | 2,083 74 | | |
| 24 | Norfolk and Western Ry. Co..... | 68,287 69 | 161,909 78 | 15,209 16 | 59,483 84 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co..... | 5,000 00 | 1,000 00 | 1,005 27 | |
| 26 | Potomac R. R. Co..... | | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co..... | 21,308 08 | 29,689 44 | 10,250 56 | 9,124 59 |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co..... | | | | |
| 29 | Richmond and Mecklenburg R. R. Co..... | | | | |
| 30 | Roaring Fork R. R. Co..... | 500 00 | 490 00 | | |
| 31 | Rosslyn Connecting R. R. Co..... | 30 10 | | | |
| 32 | Seaboard Air Line Ry..... | 3,468 81 | 11,789 87 | 1,134 34 | 7,354 04 |
| 33 | Southern Ry. Co..... | 32,923 91 | 100,331 59 | 13,848 97 | 77,925 03 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | 500 00 | | | |
| 35 | Tidewater and Western R. R. Co..... | 5,000 00 | 4,668 19 | | |
| 36 | Valley Railroad Company of Virginia..... | 803 06 | 2,615 66 | 257 92 | 927 53 |
| 37 | Virginia-Carolina Ry. Co..... | 8,318 84 | | | |
| 38 | Virginia and Kentucky Ry. Co..... | 1,500 00 | 844 72 | | |
| 39 | Virginia Southern R. R. Co..... | 1,275 25 | | | |
| 40 | Virginia and Southwestern Ry. Co..... | 3,991 69 | 11,026 87 | 1,035 70 | 3,906 85 |
| 41 | Virginian Ry. Co., The..... | 14,780 31 | 22,776 86 | 5,455 39 | 11,630 74 |
| 42 | Virginian Terminal Ry. Co., The..... | | | | |
| 43 | Washington Southern Ry. Co..... | 8,659 84 | 12,084 22 | 4,005 47 | 3,850 54 |
| 44 | Winchester and Potomac R. R. Co..... | 352 07 | 1,157 90 | 113 12 | 405 79 |
| 45 | Winchester and Strasburg R. R. Co..... | 469 36 | 1,542 55 | 150 47 | 540 56 |
| | Total..... | \$307,518 34 | \$ 574,148 84 | \$ 89,537 47 | \$ 262,266 96 |

EXPENSES—STATE OF VIRGINIA.

| Insurance | Relief Depart- ment Expenses | Pensions | Stationery and Printing | Other Expenses | General Adminis- tration Joint Tracks Yards and Terminals —Dr. | General Adminis- tration Joint Tracks Yards and Terminals —Cr. | Total General Expenditures | Number |
|--------------|---------------------------------------|--------------|-------------------------------|-------------------|---|---|----------------------------------|--------|
| \$ 13,825 11 | \$ 3,885 81 | \$ 1,704 84 | \$ 2,802 44 | \$ 3,169 83 | \$ 851 47 | \$ 183 04 | \$ 78,706 96 | 1 |
| 1,033 17 | | | | 1,208 19 | | | 2,858 32 | 2 |
| 92 00 | | | | 19 25 | | | 814 68 | 4 |
| 16 51 | | | 8 00 | 3 94 | | | 949 17 | 5 |
| 807 77 | | | 1,841 51 | 1,501 02 | 15 00 | | 26,604 34 | 6 |
| 17,823 45 | | 3,740 73 | 12,274 13 | 6,540 46 | 1,722 17 | 1,039 80 | 290,321 99 | 7 |
| 275 30 | | | | 469 69 | | | 4,110 35 | 9 |
| | | | 27 42 | 1 41 | | | 313 26 | 10 |
| 1,202 03 | | | 230 19 | 108 13 | 2 72 | | 9,407 56 | 11 |
| | | | | | | | | 12 |
| 1,044 65 | | | | 1,289 96 | 31 93 | 1,179 65 | 16,846 98 | 14 |
| 5 56 | | | | 30 54 | | | 635 27 | 15 |
| 261 64 | | | 795 02 | 624 59 | 9 38 | 29 44 | 14,937 58 | 16 |
| 24 89 | | | | 108 45 | | | 2,500 77 | 17 |
| 708 67 | | | | 653 64 | | | 2,962 27 | 18 |
| 348 63 | | | | 84 48 | | | 2,471 40 | 19 |
| 30,999 14 | | | 3,507 53 | 2,876 63 | 42 69 | | 100,358 26 | 20 |
| 1,159 30 | | | | 1,141 07 | 15 36 | 120 00 | 11,863 87 | 21 |
| 2,882 82 | | 66 23 | 1,053 62 | 3,320 34 | 126 17 | | 22,172 97 | 22 |
| 81 89 | | | | | | 5,665 63 | 383,351 76 | 23 |
| 34,393 65 | | 7,510 64 | 24,629 77 | 11,190 72 | 1,042 19 | 255 68 | 7,755 20 | 24 |
| 216 10 | | | | 533 83 | | | | 25 |
| | | | | | | | | 26 |
| 3,088 64 | | 1,595 00 | 4,083 52 | 3,174 96 | 76 53 | | 82,391 31 | 27 |
| | | | | | | | | 28 |
| 349 36 | | | | 389 90 | 1,179 66 | | 2,908 92 | 29 |
| 09 | | | | 1 07 | | | 81 26 | 30 |
| 7,169 57 | | 158 62 | 1,535 88 | 1,911 71 | | 15 00 | 34,508 14 | 31 |
| 30,273 09 | | 814 93 | 11,377 26 | 6,263 95 | 1,494 46 | 698 27 | 274,564 94 | 32 |
| | | | | | | | | 33 |
| 981 19 | | | | 768 27 | | | 2,249 46 | 34 |
| 347 78 | | | | 590 16 | | | 10,606 13 | 35 |
| 290 31 | 81 43 | 329 80 | 624 20 | 382 68 | 5 95 | 22 17 | 6,296 37 | 36 |
| 137 92 | | | | 61 90 | | | 6,518 66 | 37 |
| 54 10 | | | | | | | 2,398 82 | 38 |
| 12 44 | | | | 32 60 | | | 1,320 29 | 39 |
| 3,049 05 | | | 1,206 89 | 843 65 | 1,590 06 | | 26,650 76 | 40 |
| 7,811 14 | | | 4,135 91 | 3,886 32 | 257 08 | 29 98 | 70,753 77 | 41 |
| | | | | | | | | 42 |
| 1,442 70 | | | 1,617 32 | 2,246 20 | | 4,260 09 | 29,646 20 | 43 |
| 208 37 | 48 61 | 146 72 | 272 62 | 201 98 | | | 2,907 18 | 44 |
| 277 64 | 64 82 | 195 44 | 362 96 | 268 58 | | | 3,572 38 | 45 |
| \$162,401 87 | \$ 4,080 67 | \$ 16,262 95 | \$ 72,386 18 | \$ 55,990 10 | \$ 8,462 82 | \$ 13,498 75 | \$1,539,557 45 | |

TABLE No. 9—CONTINUED—RECAPITULATION

| Number | NAME OF COMPANY | Maintenance of Way and Structures | Maintenance of Equipment |
|--------|--|---|--------------------------------|
| 1 | Atlantic Coast Line R. R. Co. | \$ 386,000 01 | \$ 464,314 01 |
| 2 | Atlantic and Danville Ry. Co., The | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 18,032 56 | 5,478 07 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 1,657 37 | 734 96 |
| 5 | Cape Charles R. R. Co. | 4,972 03 | 381 24 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 44,603 97 | 64,794 15 |
| 7 | Chesapeake and Ohio Ry. Co., The | 1,246,446 80 | 2,529,649 81 |
| 8 | Chesapeake and Western R. R. Co. | | |
| 9 | Chesapeake Western Ry. | 18,715 30 | 7,453 61 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 9,408 13 | 1,425 47 |
| 11 | Danville and Western Ry. Co. | 51,066 06 | 30,728 80 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | | |
| 13 | Franklin and Pittsylvania R. R. Co. | | |
| 14 | Interstate R. R. Co. | 20,621 20 | 26,145 87 |
| 15 | Laurel Ry. Co. | 1,265 61 | 2,058 48 |
| 16 | Louisville and Nashville R. R. Co. | 114,657 53 | 168,488 92 |
| 17 | Marion and Rye Valley Ry. Co. | 15,165 81 | 14,220 83 |
| 18 | Nelson and Albemarle Ry. Co. | 6,151 51 | 2,349 53 |
| 19 | New River, Holston and Western R. R. Co. | 6,539 82 | 1,329 69 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 194,127 09 | 428,473 47 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 34,679 86 | 23,204 59 |
| 22 | Norfolk Southern R. R. Co. | 52,301 48 | 87,771 02 |
| 23 | Norfolk Terminal Ry. Co. | | |
| 24 | Norfolk and Western Ry. Co. | 2,391,102 86 | 4,132,052 04 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 11,294 40 | 5,822 21 |
| 26 | Potomac R. R. Co. | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 325,856 77 | 322,696 66 |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | |
| 29 | Richmond and Mecklenburg R. R. Co. | | |
| 30 | Roaring Fork R. R. Co. | 5,896 34 | 8,737 20 |
| 31 | Roslyn Connecting R. R. Co. | 2,147 24 | 1,683 83 |
| 32 | Seaboard Air Line Ry. | 235,279 62 | 288,574 33 |
| 33 | Southern Ry. Co. | 1,211,014 89 | 1,490,412 72 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 55,788 89 | 24,862 81 |
| 35 | Tidewater and Western R. R. Co. | 31,187 23 | 14,083 74 |
| 36 | Valley Railroad Company of Virginia | 118,600 32 | 23,100 39 |
| 37 | Virginia-Carolina Ry. Co. | 18,014 18 | 4,420 92 |
| 38 | Virginia and Kentucky Ry. Co. | 1,662 33 | 1,293 00 |
| 39 | Virginia Southern R. R. Co. | 7,701 71 | 2,274 61 |
| 40 | Virginia and Southwestern Ry. Co. | 171,320 06 | 251,253 60 |
| 41 | Virginian Ry. Co., The | 503,041 38 | 723,261 24 |
| 42 | Virginian Terminal Ry. Co., The | | |
| 43 | Washington Southern Ry. Co. | 128,586 33 | 141,016 14 |
| 44 | Winchester and Potomac R. R. Co. | 15,380 16 | 9,538 82 |
| 45 | Winchester and Strasburg R. R. Co. | 21,911 68 | 12,441 57 |
| | Total..... | \$ 7,482,198 53 | \$ 11,268,480 37 |

^aIncluded with Southern Railway Company.

^bIncluded with Chesapeake Western Railway.

^cNo record kept of expenses in State of Virginia.

^dIncluded with Washington Southern Railway Company.

^eIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

^fIncluded with The Virginian Railway Company.

Increases over 1912:

| | |
|--|---------------|
| Maintenance of way and structures..... | \$ 819,651 17 |
| Maintenance of equipment..... | 1,171,929 09 |
| Traffic expenses..... | 101,033 28 |
| Transportation expenses..... | 2,304,088 60 |
| General expenses..... | 42,284 73 |

Total—Virginia.....\$4,438,986 87 or 11.65 per cent.

Expenses per mile.....1,109 58 or 13.75 per cent.

Percentage expenses to earnings, 2.35 per cent.

OPERATING EXPENSES—STATE OF VIRGINIA.

| Traffic Expenses | Transportation Expenses | General Expenses | Total Expenses | Expenses Per Mile | Percentage Expenses to Earnings | Number |
|------------------|-------------------------|------------------|-----------------|-------------------|---------------------------------|--------|
| \$ 51,125 09 | \$ 1,063,305 90 | \$ 78,706 96 | \$ 2,043,451 97 | \$ 14,551 76 | \$ 68 57 | 1 |
| | 12,462 67 | 2,858 32 | 38,831 62 | 2,049 01 | 75 62 | 2 |
| | 2,358 12 | 814 68 | 5,565 15 | 1,236 70 | 84 37 | 3 |
| 229 54 | 10,657 09 | 949 17 | 17,189 07 | 1,408 94 | 48 26 | 4 |
| 20,707 19 | 121,610 69 | 26,604 34 | 278,320 34 | 3,818 41 | 62 73 | 5 |
| 237,329 71 | 3,776,633 41 | 290,321 99 | 8,080,381 72 | 10,339 58 | 46 09 | 6 |
| | | | | | | 7 |
| 2,911 37 | 25,434 36 | 4,110 35 | 58,624 99 | 1,431 27 | 71 26 | 8 |
| 946 23 | 25,252 96 | 313 26 | 37,346 05 | 4,068 20 | 133 73 | 9 |
| 3,769 64 | 78,914 50 | 9,407 56 | 173,885 56 | 2,307 11 | 57 76 | 10 |
| | | | | | | 11 |
| | | | | | | 12 |
| 274 77 | 56,776 25 | 16,846 98 | 122,665 07 | 3,503 71 | 106 49 | 13 |
| 88 | 4,115 66 | 635 27 | 8,075 90 | 1,806 69 | 67 04 | 14 |
| 19,372 28 | 816,827 15 | 14,937 58 | 654,283 46 | 8,062 64 | 122 80 | 15 |
| | 18,403 11 | 2,500 67 | 50,290 42 | 2,778 47 | 82 39 | 16 |
| | 13,088 37 | 2,962 27 | 24,501 68 | 1,456 70 | 44 96 | 17 |
| 141 87 | 5,736 13 | 2,471 40 | 16,218 91 | 787 32 | 77 33 | 18 |
| 31,844 24 | 1,069,783 27 | 100,358 26 | 1,824,586 33 | 19,206 17 | 73 64 | 19 |
| | 94,586 53 | 11,863 87 | 164,334 85 | 11,746 59 | 69 47 | 20 |
| 7,824 49 | 139,638 23 | 22,172 97 | 279,708 19 | 3,727 95 | 64 86 | 21 |
| | | | | | | 22 |
| 401,327 80 | 6,882,827 41 | 383,351 76 | 14,190,651 67 | 12,290 97 | 65 05 | 23 |
| 52 25 | 13,443 64 | 7,755 20 | 38,367 70 | 1,020 42 | 51 91 | 24 |
| | | | | | | 25 |
| 36,653 12 | 1,044,403 44 | 82,391 31 | 1,812,001 30 | 20,666 07 | 61 04 | 26 |
| | | | | | | 27 |
| | | | | | | 28 |
| | 14,422 06 | 2,908 92 | 31,964 52 | 2,646 07 | 125 27 | 29 |
| 28 03 | 13,088 46 | 31 26 | 16,978 82 | 5,407 27 | 140 12 | 30 |
| 38,847 09 | 897,116 10 | 34,608 14 | 1,494,325 28 | 9,487 78 | 65 92 | 31 |
| 298,453 98 | 3,366,626 77 | 274,554 94 | 6,601,063 30 | 7,295 12 | 67 80 | 32 |
| | 66,461 53 | 2,249 46 | 149,362 69 | 5,315 40 | 109 05 | 33 |
| 1,544 03 | 32,623 79 | 10,606 13 | 89,996 92 | 972 52 | 84 48 | 34 |
| 6,522 48 | 100,620 75 | 6,296 37 | 255,140 31 | 4,107 22 | 123 76 | 35 |
| 280 52 | 23,234 64 | 8,518 66 | 54,468 92 | 1,821 70 | 45 27 | 36 |
| | 7,925 49 | 2,398 82 | 13,279 64 | 2,766 59 | 103 21 | 37 |
| | 11,026 52 | 1,320 29 | 22,323 13 | 1,860 26 | 51 26 | 38 |
| 14,338 38 | 303,998 16 | 26,650 76 | 767,560 96 | 5,673 45 | 74 22 | 39 |
| 42,100 77 | 994,042 42 | 70,753 77 | 2,273,199 58 | 6,815 37 | 59 49 | 40 |
| | | | | | | 41 |
| 13,806 64 | 407,389 12 | 29,646 20 | 720,446 43 | 22,415 88 | 59 28 | 42 |
| 2,801 56 | 27,830 31 | 2,907 18 | 58,458 03 | 5,210 16 | 83 89 | 43 |
| 3,698 44 | 46,352 19 | 3,872 38 | 88,276 26 | 4,646 12 | 72 82 | 44 |
| | | | | | | 45 |
| \$1,236,934 19 | \$21,028,967 20 | \$1,539,557 45 | \$42,556,137 74 | \$ 9,181 91 | \$ 66 38 | |

[illegible]

TABLE No. 9—CONTINUED—RECAPITULATION OF

| No. | NAME OF COMPANY | Maintenance of Way and Structures | Maintenance of Equipment |
|-----|---|---|--------------------------------|
| 1 | Atlantic Coast Line R. R. Co. | \$ 4,667,356 75 | \$ 5,581,307 29 |
| 2 | Big Sandy and Cumberland R. R. Co. | 26,122 79 | 7,935 78 |
| 3 | Carolina, Clinchfield and Ohio Ry. | 171,153 89 | 259,662 03 |
| 4 | Chesapeake and Ohio Ry. Co., The. | 4,342,744 60 | 7,275,439 48 |
| 5 | Cumberland Valley and Martinsburg R. R. Co. | 68,818 01 | 17,095 00 |
| 6 | Danville and Western Ry. Co. | 56,240 14 | 33,842 29 |
| 7 | Delaware, Maryland and Virginia R. R. Co. | 149,898 41 | 92,183 22 |
| 8 | Laurel Ry. Co. | 5,062 45 | 8,233 82 |
| 9 | Louisville and Nashville R. R. Co. | 11,033,134 19 | 11,216,888 02 |
| 10 | New York, Philadelphia and Norfolk R. R. Co. | 302,429 57 | 667,516 56 |
| 11 | Norfolk Southern R. R. Co. | 396,824 50 | 438,323 36 |
| 12 | Norfolk and Western Ry. Co. | 5,542,960 04 | 8,326,631 12 |
| 13 | Seaboard Air Line Ry. | 3,014,956 54 | 3,328,541 64 |
| 14 | Southern Ry. Co. | 9,275,553 17 | 11,290,337 19 |
| 15 | Virginia and Southwestern Ry. Co. | 279,700 10 | 410,421 67 |
| 16 | Virginian Ry. Co., The. | 741,069 19 | 1,090,727 26 |
| 17 | Washington Southern Ry. Co. | 173,191 46 | 160,943 56 |
| 18 | Winchester and Potomac R. R. Co. | 43,081 67 | 26,719 38 |
| | Total. | \$ 40,290,297 47 | \$ 50,253,350 47 |

Increases over 1912:

| | | |
|---|-----------------|--------------------|
| Maintenance of way and structures. | \$ 5,043,022 59 | |
| Maintenance of equipment. | 4,625,903 53 | |
| Traffic expenses. | 627,892 08 | |
| Transportation expenses. | 7,433,828 58 | |
| General expenses. | 508,081 90 | |
| Total—Entire line. | \$18,238,679 28 | or 10.02 per cent. |
| Expenses per mile. | 648 76 | or 9.15 per cent. |
| Percentage expenses to earnings, 1.78 per cent. | | |

EXPENSES—INTERSTATE RAILROADS—ENTIRE LINE.

| Traffic Expenses | Transportation Expenses | General Expenses | Total Expenses | Expenses Per Mile | Percentage Expenses to Earnings | No. |
|---------------------|----------------------------|---------------------|-------------------|----------------------|---------------------------------------|-----|
| \$ 618,144 52 | \$12,821,636 13 | \$ 947,066 90 | \$ 24,635,531 59 | \$ 5,342 23 | \$ 68 20 | 1 |
| | 18,054 00 | 4,140 69 | 56,253 26 | 2,099 00 | 75 62 | 2 |
| 82,917 90 | 434,607 79 | 105,267 28 | 1,053,608 89 | 4,244 49 | 42 48 | 3 |
| 669,016 32 | 11,380,998 32 | 783,361 59 | 24,451,560 31 | 10,544 01 | 69 69 | 4 |
| 7,061 40 | 212,186 86 | 2,337 78 | 308,099 15 | 9,153 27 | 59 93 | 5 |
| 4,151 58 | 86,910 25 | 10,360 76 | 191,506 02 | 2,307 29 | 57 76 | 6 |
| 7,094 80 | 210,256 32 | 11,134 42 | 470,567 17 | 4,819 41 | 119 26 | 7 |
| 3 50 | 16,462 63 | 2,541 11 | 32,308 61 | 1,794 64 | 79 13 | 8 |
| 1,239,701 60 | 19,884,014 97 | 1,417,140 73 | 44,810,880 41 | 9,297 13 | 75 36 | 9 |
| 49,609 97 | 1,666,609 73 | 156,347 60 | 2,842,513 43 | 25,379 58 | 75 17 | 10 |
| 59,366 41 | 1,059,470 71 | 168,231 94 | 2,122,216 92 | 3,729 01 | 68 64 | 11 |
| 691,557 95 | 13,192,921 89 | 801,741 96 | 28,565,812 96 | 14,121 57 | 66 31 | 12 |
| 765,763 30 | 8,899,266 51 | 707,084 66 | 16,725,612 65 | 5,441 74 | 68 19 | 13 |
| 2,094,009 69 | 23,605,046 02 | 2,008,977 48 | 48,273,923 55 | 6,861 37 | 70 44 | 14 |
| 23,563 99 | 496,997 69 | 43,584 61 | 1,234,268 26 | 5,223 07 | 69 43 | 15 |
| 63,490 84 | 1,372,167 46 | 106,701 52 | 3,374,156 27 | 6,870 19 | 57 75 | 16 |
| 15,110 46 | 512,987 70 | 34,904 41 | 897,137 59 | 25,221 75 | 68 06 | 17 |
| 7,847 52 | 77,956 04 | 8,143 37 | 163,747 98 | 5,209 93 | 83 89 | 18 |
| \$6,418,411 75 | \$95,948,550 52 | \$7,319,068 81 | \$200,229,699 02 | \$ 7,740 12 | \$ 69 62 | |

TABLE No. 10—BALANCE

| Number | NAME OF COMPANY | Cost of Road, Equipment and General Expenditures Less Reserve for Accrued Depreciation —Cr. | Securities and Other Investments |
|--------|--|--|--|
| 1 | Atlantic Coast Line R. R. Co. | \$ 180,659,143 59 | \$ 56,625,903 03 |
| 2 | Atlantic and Danville Ry. Co., The | 7,644,804 60 | 34,529 19 |
| 3 | Big Sandy and Cumberland R. R. Co. | 19,789 36 | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 53,500 00 | |
| 5 | Cape Charles R. R. Co. | 129,302 16 | |
| 6 | Carolina, Clinchfield and Ohio Ry. | 50,055,015 39 | 5,795,238 22 |
| 7 | Chesapeake and Ohio Ry. Co., The | 198,258,628 11 | 62,754,323 49 |
| 8 | Chesapeake and Western R. R. Co. | 1,230,126 89 | |
| 9 | Chesapeake Western Ry. | 1,466,294 99 | 1,206,500 00 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 1,157,713 74 | |
| 11 | Danville and Western Ry. Co. | 1,970,649 59 | |
| 12 | Delaware, Maryland and Virginia R. R. Co. | 1,870,938 92 | |
| 13 | Franklin and Pittsylvania R. R. Co. | 300,000 00 | |
| 14 | Interstate R. R. Co. | 1,508,109 58 | 82,900 00 |
| 15 | Laurel Ry. Co. | 123,510 85 | |
| 16 | Louisville and Nashville R. R. Co. | 187,937,393 24 | 46,319,413 37 |
| 17 | Marion and Rye Valley Ry. Co. | 330,202 74 | |
| 18 | Nelson and Albemarle Ry. Co. | 386,983 61 | |
| 19 | New River, Holston and Western R. R. Co. | 470,986 73 | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 8,287,363 64 | 131,000 00 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 778,892 10 | |
| 22 | Norfolk Southern R. R. Co. | 22,390,201 87 | 6,740,249 60 |
| 23 | Norfolk Terminal Ry. Co. | 980,399 67 | 14,806 25 |
| 24 | Norfolk and Western Ry. Co. | 226,449,607 71 | 2,324,983 29 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 999,282 15 | |
| 26 | Potomac R. R. Co. | 102,020 00 | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 7,939,989 98 | 289,847 78 |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | 148,758 26 | 1,251 00 |
| 29 | Richmond and Mecklenburg R. R. Co. | 596,184 92 | |
| 30 | Roaring Fork R. R. Co. | 76,859 75 | |
| 31 | Roeslyn Connecting R. R. Co. | 99,559 74 | |
| 32 | Seaboard Air Line Ry. | 158,890,900 98 | 43,623,436 06 |
| 33 | Southern Ry. Co. | 359,143,447 30 | 70,146,406 70 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 352,622 26 | |
| 35 | Tilghwater and Western R. R. Co. | 619,759 53 | 25,000 00 |
| 36 | Valley Railroad Company of Virginia | 3,396,261 85 | 4,123 93 |
| 37 | Virginia-Carolina Ry. Co. | 945,397 27 | 261 00 |
| 38 | Virginia and Kentucky Ry. Co. | 148,846 66 | 1,106 94 |
| 39 | Virginia Southern R. R. Co. | 147,826 84 | |
| 40 | Virginia and Southwestern Ry. Co. | 9,490,308 94 | 27,419 67 |
| 41 | Virginian Ry. Co., The | 83,490,543 98 | 3,555,774 30 |
| 42 | Virginian Terminal Ry. Co., The | 3,500,000 00 | |
| 43 | Washington Southern Ry. Co. | 7,953,187 47 | 221,743 52 |
| 44 | Winchester and Potomac R. R. Co. | 446,838 89 | |
| 45 | Winchester and Strasburg R. R. Co. | 630,533 89 | |
| | Total | \$1,513,558,659 74 | \$ 299,920,983 33 |

Increases over 1912:

| | |
|--|-----------------|
| Cost of road, equipment and general expenditures | \$ 9,691,287 61 |
| Securities and other investments | 39,054,713 33 |
| Cash and current assets | 22,496,863 14 |
| Materials and supplies | 5,976,178 29 |
| Other assets | 10,515,403 41 |
| Total assets | 83,923,918 64 |

SHEETS—ASSETS.

| Cash and Current Assets | Materials and Supplies | Other Assets | Profit and Loss | Total Assets | Number |
|-------------------------------|---------------------------|------------------|--------------------|---------------------|--------|
| \$ 35,413,963 53 | \$ 2,549,607 48 | \$ 5,531,585 56 | | \$ 260,780,103 19 | 1 |
| 109,459 76 | | | \$ 16,793 41 | 7,795,586 98 | 2 |
| 16,445 68 | 3,787 07 | | 11,889 81 | 51,911 82 | 3 |
| 642 83 | | | 910 44 | 55,053 27 | 4 |
| 28,547 47 | | | | 157,849 63 | 5 |
| 3,701,263 81 | 209,146 46 | 294,721 15 | | 60,055,435 03 | 6 |
| 10,901,228 19 | 3,090,378 01 | 1,431,625 56 | | 276,436,183 36 | 7 |
| | | 13,875 00 | 203,680 21 | 1,447,682 10 | 8 |
| 3,381 32 | 2,293 68 | 14,459 18 | 677,506 76 | 3,370,435 93 | 9 |
| 200,980 03 | | | | 1,358,693 77 | 10 |
| 76,812 57 | 11,278 21 | 755 10 | 704,459 34 | 2,763,954 81 | 11 |
| 1,248 00 | | | 1,314,838 71 | 3,187,023 63 | 12 |
| | | | | 300,000 00 | 13 |
| 54,877 07 | | 8,203 66 | | 1,654,090 31 | 14 |
| 71,153 39 | | | | 194,664 24 | 15 |
| 40,359,871 72 | 7,183,109 13 | 12,949,226 81 | | 294,749,014 27 | 16 |
| 15,483 18 | 690 00 | | | 346,365 92 | 17 |
| 4,762 07 | 3,307 74 | 20,000 00 | | 415,033 42 | 18 |
| 3,912 77 | 350 11 | 100 00 | 14,145 68 | 489,495 29 | 19 |
| 1,299,451 41 | 159,066 17 | 1,545,842 65 | | 11,412,723 87 | 20 |
| 124,557 42 | 5,936 80 | 43,852 84 | | 953,239 16 | 21 |
| 4,654,603 60 | 514,658 55 | 3,979,066 85 | | 38,278,780 47 | 22 |
| 23,372 71 | | 93,173 26 | | 1,091,521 89 | 23 |
| 22,191,597 43 | 6,017,639 80 | 10,552,493 60 | | 267,526,320 83 | 24 |
| 326,925 00 | 4,737 00 | | | 1,330,944 15 | 25 |
| | | 98,980 00 | | 201,000 00 | 26 |
| 978,865 34 | 353,826 23 | 173,764 52 | | 9,736,093 87 | 27 |
| | | 67,626 08 | | 334,110 15 | 28 |
| 116,474 81 | | 12,011 53 | 81,518 41 | 699,934 86 | 29 |
| 220 00 | | 173 13 | 60,453 69 | 146,461 02 | 30 |
| 8,974 45 | | | 36,865 81 | 136,425 55 | 31 |
| 7,858,065 88 | 1,896,755 50 | 12,081,875 68 | | 224,356,034 09 | 32 |
| 41,262,024 91 | 5,343,032 61 | 8,496,566 28 | | 484,391,477 80 | 33 |
| 8,053 75 | | | 176,981 84 | 537,687 85 | 34 |
| 30,354 84 | 6,730 47 | 1,600 00 | 14,740 81 | 608,385 65 | 35 |
| | | 1,940 82 | 846,869 30 | 4,249,195 90 | 36 |
| 28,395 87 | 1,834 55 | 27 02 | | 975,935 71 | 37 |
| 903 15 | 10 00 | 5,000 00 | 9,257 94 | 185,126 69 | 38 |
| 7,203 91 | 51 33 | | | 155,082 08 | 39 |
| 457,485 10 | 132,808 36 | 983,423 81 | | 11,091,445 88 | 40 |
| 489,409 94 | 364,629 48 | 175,204 24 | | 88,075,561 94 | 41 |
| 30,833 33 | | 27,674 30 | | 3,558,507 63 | 42 |
| 595,929 77 | 181,678 77 | 2,826 82 | | 8,955,366 35 | 43 |
| 114,828 79 | | | | 561,667 68 | 44 |
| 1,368 52 | | | | 631,902 41 | 45 |
| \$171,554,163 32 | \$ 28,037,133 53 | \$ 58,607,675 45 | \$ 4,170,912 16 | \$ 2,075,849,532 53 | |

Decrease from 1912:

Profit and loss \$3,810,327 14

TABLE No. 11—BALANCE

| No. | NAME OF COMPANY | Capital Stock and Funded Debt |
|-----|--|-------------------------------------|
| 1 | Atlantic Coast Line R. R. Co..... | \$ 223,207,841 86 |
| 2 | Atlantic and Danville Ry. Co., The..... | 7,680,000 00 |
| 3 | Big Sandy and Cumberland R. R. Co..... | 50,000 00 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | 53,500 00 |
| 5 | Cape Charles R. R. Co..... | 131,000 00 |
| 6 | Carolina, Clinchfield and Ohio Ry..... | 57,630,000 00 |
| 7 | Chesapeake and Ohio Ry. Co., The..... | 262,747,176 00 |
| 8 | Chesapeake and Western R. R. Co..... | 1,228,225 00 |
| 9 | Chesapeake Western Ry..... | 2,538,600 00 |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | 700,000 00 |
| 11 | Danville and Western Ry. Co..... | 1,439,800 00 |
| 12 | Delaware, Maryland and Virginia R. R. Co..... | 911,758 33 |
| 13 | Franklin and Pittsylvania R. R. Co..... | 300,000 00 |
| 14 | Interstate R. R. Co..... | 1,559,100 00 |
| 15 | Laurel Ry. Co..... | 100,000 00 |
| 16 | Louisville and Nashville R. R. Co..... | 226,432,396 84 |
| 17 | Marion and Rye Valley Ry. Co..... | 275,000 00 |
| 18 | Nelson and Albemarle Ry. Co..... | 385,000 00 |
| 19 | New River, Holston and Western R. R. Co..... | 101,000 00 |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 7,000,000 00 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co., | 489,900 00 |
| 22 | Norfolk Southern R. R. Co..... | 36,166,000 00 |
| 23 | Norfolk Terminal Ry. Co..... | 1,075,900 00 |
| 24 | Norfolk and Western Ry. Co..... | 235,172,620 01 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co..... | 1,196,600 00 |
| 26 | Potomac R. R. Co..... | 201,000 00 |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co..... | 6,791,600 00 |
| 28 | Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co..... | 200,000 00 |
| 29 | Richmond and Mecklenburg R. R. Co..... | 677,703 33 |
| 30 | Roaring Fork R. R. Co..... | 128,000 00 |
| 31 | Rosslyn Connecting R. R. Co..... | 100,000 00 |
| 32 | Seaboard Air Line Ry..... | 212,619,000 00 |
| 33 | Southern Ry. Co..... | 444,718,800 00 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | 100,000 00 |
| 35 | Tidewater and Western R. R. Co..... | 600,000 00 |
| 36 | Valley Railroad Company of Virginia..... | 3,509,205 33 |
| 37 | Virginia-Carolina Ry. Co..... | 680,000 00 |
| 38 | Virginia and Kentucky Ry. Co..... | 154,600 00 |
| 39 | Virginia Southern R. R. Co..... | 60,000 00 |
| 40 | Virginia and Southwestern Ry. Co..... | 9,850,000 00 |
| 41 | Virginian Ry. Co., The..... | 86,298,500 00 |
| 42 | Virginian Terminal Ry. Co., The..... | 3,500,000 00 |
| 43 | Washington Southern Ry. Co..... | 8,000,000 00 |
| 44 | Winchester and Potomac R. R. Co..... | 443,462 32 |
| 45 | Winchester and Strasburg R. R. Co..... | 630,533 89 |
| | Total..... | \$ 1,858,073,623 06 |

Increases over 1912:

| | |
|---|----------------------------------|
| Capital stock and funded debt..... | \$58,028,712 17 |
| Current liabilities..... | 4,683,943 88 |
| Accrued liabilities not yet due..... | 1,353,749 98 |
| Other liabilities..... | 3,686,171 36 |
| Profit and loss..... | 16,171,341 25 |
| Total liabilities..... | 83,923,918 64 |
| Net surplus, \$109,071,004.57, an increase of..... | 19,981,668 39 or 22.43 per cent. |
| Net surplus per mile operated, \$4,128.25, an increase of \$729.10. | |

SHEETS—LIABILITIES.

| Current Liabilities | Accrued Liabilities Not Yet Due | Other Liabilities | Profit and Loss | Total Liabilities | No. |
|------------------------|---------------------------------------|----------------------|------------------|----------------------|-----|
| \$ 3,969,918 75 | \$ 4,257,707 45 | \$ 1,448,648 22 | \$ 27,895,986 91 | \$ 260,780,103 19 | 1 |
| 165,586 96 | | | | 7,795,586 96 | 2 |
| 1,911 92 | | | | 51,911 92 | 3 |
| 1,553 27 | | | | 55,053 27 | 4 |
| 3,266 25 | 300 00 | | 23,283 38 | 157,949 63 | 5 |
| 1,410,968 39 | 235,593 55 | 152,651 65 | 626,221 44 | 60,035,435 03 | 6 |
| 5,228,159 11 | 2,833,076 50 | 3,113,090 97 | 2,514,680 78 | 276,436,183 36 | 7 |
| 219,457 10 | | | | 1,447,692 10 | 8 |
| 516,002 41 | 15,833 52 | | | 3,370,435 93 | 9 |
| 1,272,865 63 | 43,209 28 | 115,035 38 | 543,658 39 | 1,358,693 77 | 10 |
| 2,232,808 42 | 12,984 94 | 8,279 90 | | 2,763,954 81 | 11 |
| | | 29,673 94 | | 3,187,025 63 | 12 |
| | | | | 300,000 00 | 13 |
| 66,414 82 | 9,375 00 | 1,221 16 | 17,979 33 | 1,654,090 31 | 14 |
| 4,976 80 | | | 89,687 44 | 194,664 24 | 15 |
| 9,154,846 43 | 4,205,538 79 | 4,617,651 03 | 40,338,581 08 | 294,749,014 27 | 16 |
| 31,998 06 | | | 39,367 86 | 346,365 92 | 17 |
| 241 80 | | | 2,226 71 | 415,053 42 | 18 |
| 53,709 88 | 23,410 82 | 27,484 91 | | 489,495 29 | 19 |
| 1,043,061 04 | 4,123 69 | 311,374 61 | 965,387 77 | 11,412,723 87 | 20 |
| 39,837 39 | 7,093 34 | 2,400,151 37 | 351,807 62 | 953,239 16 | 21 |
| 545,585 16 | 302,002 64 | 64,610 81 | 1,135,996 36 | 38,278,780 47 | 22 |
| 3,722 50 | 9,896 38 | 129,196 31 | 2,003 01 | 1,091,521 89 | 23 |
| 4,696,198 41 | 1,769,372 82 | 14,465,023 24 | 11,423,106 35 | 267,526,320 83 | 24 |
| 4,673 66 | | | 129,670 49 | 1,330,944 15 | 25 |
| | | | | 201,000 00 | 26 |
| 872,734 22 | 80,214 53 | 1,006,304 86 | 985,240 26 | 9,736,093 87 | 27 |
| 24 30 | | | | 334,110 15 | 28 |
| 220 00 | 2,100 00 | 9,911 53 | 134,085 85 | 689,934 86 | 29 |
| 18,461 02 | | | | 146,461 02 | 30 |
| 35,921 55 | 504 00 | | | 136,425 55 | 31 |
| 2,993,083 62 | 1,846,922 80 | 594,403 47 | 6,402,624 20 | 224,356,034 09 | 32 |
| 13,665,016 73 | 2,554,226 26 | 6,078,876 61 | 17,374,558 20 | 484,391,477 80 | 33 |
| 120,182 75 | | 317,505 10 | | 537,687 85 | 34 |
| 98,202 70 | | 182 95 | | 698,385 65 | 35 |
| 728,740 52 | 11,250 00 | | | 4,249,195 90 | 36 |
| 40,748 34 | 3,870 26 | 147,076 36 | 104,240 75 | 975,935 71 | 37 |
| 10,526 69 | | | | 165,126 69 | 38 |
| 75,859 38 | | | 19,222 70 | 155,082 08 | 39 |
| 217,631 75 | 101,026 43 | 141,057 96 | 781,729 74 | 11,091,445 88 | 40 |
| 445,104 85 | 378,843 72 | 34,772 42 | 928,340 95 | 88,075,561 94 | 41 |
| 27,674 30 | 25,000 00 | | 5,833 33 | 3,558,507 63 | 42 |
| 513,200 65 | 32,615 65 | 112,787 53 | 296,762 52 | 8,955,366 35 | 43 |
| 1 50 | 6,542 50 | 3,376 57 | 108,284 79 | 561,667 68 | 44 |
| | | | 1,368 52 | 681,902 41 | 45 |
| \$50,431,009 01 | \$ 18,772,634 87 | \$ 35,330,348 86 | \$113,241,916 73 | \$ 2,075,849,532 53 | |

TABLE No. 12—EMPLOYEES AND

Number of

| Number | NAME OF COMPANY | | | | | |
|--------|--|------------------|----------------|-----------------------|----------------|------------------|
| | | General Officers | Other Officers | General Office Clerks | Station Agents | Other Stationmen |
| 1 | Atlantic Coast Line R. R. Co. | | 10 | | 21 | 415 |
| 2 | ^a Atlantic and Danville Ry. Co., The | | | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | | 2 | | | 1 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | | | 1 | | |
| 5 | Cape Charles R. R. Co. | | | | 4 | |
| 6 | Carolina, Clinchfield and Ohio Ry. | 10 | 12 | 102 | 8 | 4 |
| 7 | Chesapeake and Ohio Ry. Co., The | 8 | 74 | 154 | 169 | 927 |
| 8 | ^b Chesapeake and Western R. R. Co. | | | | | |
| 9 | Chesapeake Western Ry. | | 2 | 3 | 9 | 5 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | | | | 2 | 7 |
| 11 | Danville and Western Ry. Co. | 6 | 5 | 8 | 17 | 16 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | | | | 2 | 7 |
| 13 | ^a Franklin and Pittsylvania R. R. Co. | | | | | |
| 14 | Interstate R. R. Co. | 6 | 4 | 9 | 6 | 10 |
| 15 | Laurel Ry. Co. | 2 | | 1 | 1 | |
| 16 | Louisville and Nashville R. R. Co. | | 1 | | 15 | 19 |
| 17 | Marion and Rye Valley Ry. Co. | 2 | | | 3 | 1 |
| 18 | Nelson and Albemarle Ry. Co. | 3 | | | 4 | 3 |
| 19 | New River, Holston and Western R. R. Co. | 3 | | 1 | | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 11 | 1 | 95 | 42 | 325 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 4 | 1 | 20 | | |
| 22 | Norfolk Southern R. R. Co. | 9 | 19 | 133 | 13 | 19 |
| 23 | Norfolk Terminal Ry. Co. | 2 | | | 1 | 35 |
| 24 | Norfolk and Western Ry. Co. | 7 | 37 | 612 | 272 | 930 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 3 | | 1 | 5 | 2 |
| 26 | Potomac R. R. Co. | | | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 5 | 18 | 95 | 20 | 191 |
| 28 | ^d Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | | | | |
| 29 | ^a Richmond and Mecklenburg R. R. Co. | | | | | |
| 30 | ^e Roaring Fork R. R. Co. | | | | 1 | 9 |
| 31 | Roselyn Connecting R. R. Co. | | | | | |
| 32 | Seaboard Air Line Ry. | 26 | 3 | 32 | 24 | 107 |
| 33 | Southern Ry. Co. | | 84 | | 220 | 494 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 2 | | 2 | 7 | 2 |
| 35 | Tidewater and Western R. R. Co. | 5 | 4 | 3 | 14 | 4 |
| 36 | Valley Railroad Company of Virginia. | | 2 | | 15 | 17 |
| 37 | Virginia-Carolina Ry. Co. | 4 | 1 | 3 | 7 | |
| 38 | Virginia and Kentucky Ry. Co. | 1 | | | 2 | 2 |
| 39 | Virginia Southern R. R. Co. | 2 | | | 3 | |
| 40 | Virginia and Southwestern Ry. Co. | 5 | 8 | 46 | 26 | 30 |
| 41 | Virginian Ry. Co., The | 16 | 4 | 102 | 39 | 109 |
| 42 | ^f Virginian Terminal Ry. Co., The | | | | | |
| 43 | Washington Southern Ry. Co. | 5 | 22 | 96 | 9 | 208 |
| 44 | Winchester and Potomac R. R. Co. | | | | 3 | 3 |
| 45 | Winchester and Strasburg R. R. Co. | | 1 | | 7 | 6 |
| | Total | 147 | 315 | 1,519 | 991 | 3,908 |

^aIncluded with Southern Railway Company.^bIncluded with Chesapeake Western Railway.^cIncluded with Washington Southern Railway.^dIncluded with Richmond, Fredericksburg and Potomac Railroad Company.^eNo record.^fIncluded with The Virginian Railway Company.

SALARIES—STATE OF VIRGINIA.

Each Class.

| Enginemen | Firemen | Conductors | Other Trainmen | Machinists | Carpenters | Other Shopmen | Section Foremen | Other Trackmen | Switchmen, Flagmen and Watchmen | Number |
|-----------|---------|------------|----------------|------------|------------|---------------|-----------------|----------------|---------------------------------|--------|
| 29 | 32 | 39 | 82 | 3 | 40 | 108 | 16 | 139 | 78 | 1 |
| 4 | 4 | 2 | 2 | | | | | 30 | | 2 |
| 1 | 1 | | 1 | | | | 1 | 2 | | 3 |
| 1 | 1 | 1 | 1 | | | | 1 | 6 | | 4 |
| 33 | 38 | 20 | 56 | 28 | 42 | 259 | 10 | 58 | 1 | 5 |
| 230 | 258 | 217 | 562 | 385 | 263 | 672 | 123 | 581 | 145 | 6 |
| 2 | 2 | 2 | 3 | 1 | 4 | 7 | 6 | 22 | 1 | 7 |
| 3 | 3 | 3 | 8 | | | | 1 | 16 | 1 | 8 |
| 6 | 6 | 6 | 15 | 6 | 15 | 17 | 7 | 60 | 2 | 9 |
| | | | | | 4 | | 1 | 5 | | 10 |
| 5 | 6 | 6 | 13 | | 7 | | | 62 | | 11 |
| 1 | 1 | 1 | 1 | 1 | | 5 | 1 | 4 | 1 | 12 |
| 13 | 13 | 14 | 33 | | 8 | 7 | 11 | 64 | | 13 |
| 2 | 2 | 3 | 13 | | | | 3 | 18 | 1 | 14 |
| 3 | 3 | 1 | | | | | 3 | 16 | | 15 |
| 1 | 1 | 2 | | | | 1 | 2 | 21 | | 16 |
| 31 | 32 | 29 | 91 | 17 | 24 | 132 | 19 | 112 | 13 | 17 |
| 9 | 9 | 9 | 23 | 3 | 3 | | 6 | 46 | 10 | 18 |
| 8 | 10 | 8 | 22 | 4 | 8 | 45 | 8 | 46 | 5 | 19 |
| | | | | | | | | | 2 | 20 |
| 589 | 641 | 417 | 1,018 | 375 | 733 | 3,616 | 221 | 2,344 | 163 | 21 |
| 2 | 2 | 2 | 3 | 2 | 1 | 2 | 2 | 21 | 1 | 22 |
| | | | | | | | | | | 23 |
| 73 | 84 | 67 | 173 | 43 | 39 | 148 | 21 | 311 | 42 | 24 |
| | | | | | | | | | | 25 |
| | | | | | | | | | | 26 |
| | | | | | | | | | | 27 |
| | | | | | | | | | | 28 |
| 1 | 1 | 1 | 3 | 1 | 1 | | 1 | 10 | | 29 |
| 30 | 36 | 20 | 57 | 17 | 22 | 133 | 27 | 175 | 9 | 30 |
| 180 | 206 | 186 | 531 | 122 | 356 | 696 | 150 | 1,017 | 99 | 31 |
| 12 | 11 | 1 | 25 | 8 | 8 | 8 | 5 | 70 | 2 | 32 |
| 5 | 3 | 3 | 5 | 2 | 3 | 10 | 7 | 41 | 2 | 33 |
| 6 | 7 | 5 | 11 | 1 | 15 | 3 | 11 | 63 | 1 | 34 |
| 2 | 2 | 1 | | | | 2 | 4 | 39 | | 35 |
| 1 | 1 | 1 | 1 | | | | 1 | 2 | 1 | 36 |
| 1 | 1 | 1 | 13 | | | | 2 | 14 | | 37 |
| 42 | 44 | 31 | 68 | 18 | 23 | 215 | 29 | 179 | | 38 |
| 91 | 107 | 74 | 189 | 80 | 69 | 723 | 58 | 640 | 24 | 39 |
| | | | | | | | | | | 40 |
| 72 | 88 | 63 | 228 | 7 | 127 | 61 | 11 | 168 | 7 | 41 |
| 2 | 2 | 2 | | | 2 | | 2 | 10 | | 42 |
| 3 | 3 | 2 | 7 | | 4 | 1 | 3 | 18 | 3 | 43 |
| | | | | | | | | | | 44 |
| 1,494 | 1,661 | 1,241 | 3,268 | 1,124 | 1,821 | 6,871 | 781 | 6,430 | 615 | 45 |

Increases over 1912:

Number of employees—Entire line..... 2,780

Decrease from 1912:

Number of employees in Virginia..... 263

TABLE No. 12—EMPLOYEES AND SALARIES

Number of Each

| Number | NAME OF COMPANY | Telegraph Operators and Dispatchers | Employees Floating Equipment | Other Employees and Laborers | Total (Including General Officers) Virginia | Less "General Officers" |
|--------|--|-------------------------------------|------------------------------|------------------------------|---|-------------------------|
| | | | | | | |
| 1 | Atlantic Coast Line R. R. Co. | 53 | 18 | 162 | 1,245 | ----- |
| 2 | ^a Atlantic and Danville Ry. Co., The | ----- | ----- | ----- | ----- | ----- |
| 3 | Big Sandy and Cumberland R. R. Co. | ----- | ----- | 15 | 60 | ----- |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | ----- | ----- | ----- | 7 | ----- |
| 5 | Cape Charles R. R. Co. | ----- | ----- | ----- | 15 | ----- |
| 6 | Carolina, Clinchfield and Ohio Ry. | 8 | ----- | 48 | 737 | 10 |
| 7 | Chesapeake and Ohio Ry. Co., The | 177 | 120 | 1,108 | 6,173 | 8 |
| 8 | ^b Chesapeake and Western R. R. Co. | ----- | ----- | ----- | ----- | ----- |
| 9 | Chesapeake Western Ry. | 1 | ----- | 1 | 71 | ----- |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 1 | ----- | ----- | 45 | ----- |
| 11 | Danville and Western Ry. Co. | 5 | ----- | 10 | 207 | 6 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | ----- | 4 | 3 | 28 | ----- |
| 13 | ^a Franklin and Pittsylvania R. R. Co. | ----- | ----- | ----- | ----- | ----- |
| 14 | Interstate R. R. Co. | 2 | ----- | 47 | 190 | 6 |
| 15 | Laurel Ry. Co. | ----- | ----- | ----- | 20 | 2 |
| 16 | Louisville and Nashville R. R. Co. | 14 | ----- | 11 | 223 | ----- |
| 17 | Marion and Rye Valley Ry. Co. | ----- | ----- | 1 | 49 | 3 |
| 18 | Nelson and Albemarle Ry. Co. | ----- | ----- | ----- | 39 | 3 |
| 19 | New River, Holston and Western R. R. Co. | ----- | ----- | 1 | 34 | 3 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 36 | 292 | 28 | 1,330 | 11 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 2 | ----- | 7 | 152 | 4 |
| 22 | Norfolk Southern R. R. Co. | 3 | 7 | 46 | 413 | 9 |
| 23 | Norfolk Terminal Ry. Co. | ----- | ----- | ----- | 40 | 2 |
| 24 | Norfolk and Western Ry. Co. | 368 | ----- | 1,205 | 13,548 | 7 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | ----- | ----- | 1 | 50 | 3 |
| 26 | Potomac R. R. Co. | ----- | ----- | ----- | ----- | ----- |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 61 | ----- | 351 | 1,742 | 5 |
| 28 | ⁱ Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | ----- | ----- | ----- | ----- | ----- |
| 29 | ^a Richmond and Macklenburg R. R. Co. | ----- | ----- | ----- | ----- | ----- |
| 30 | ^e Roaring Fork R. R. Co. | ----- | ----- | 3 | 34 | ----- |
| 31 | Rosslyn Connecting R. R. Co. | 2 | ----- | ----- | ----- | ----- |
| 32 | Seaboard Air Line Ry. | 17 | 11 | 21 | 767 | 26 |
| 33 | Southern Ry. Co. | 133 | 22 | 1,040 | 5,536 | ----- |
| 34 | Surry, Sussex and Southampton Ry. Co. | ----- | ----- | 25 | 188 | 2 |
| 35 | Tidewater and Western R. R. Co. | 1 | ----- | 7 | 119 | 5 |
| 36 | Valley Railroad Company of Virginia | 7 | ----- | 32 | 196 | ----- |
| 37 | Virginia-Carolina Ry. Co. | ----- | ----- | 1 | 69 | 4 |
| 38 | Virginia and Kentucky Ry. Co. | ----- | ----- | ----- | 13 | 1 |
| 39 | Virginia Southern R. R. Co. | ----- | ----- | ----- | 38 | 2 |
| 40 | Virginia and Southwestern Ry. Co. | 18 | ----- | 93 | 875 | 5 |
| 41 | Virginian Ry. Co., The | 73 | ----- | 141 | 2,539 | 16 |
| 42 | ^f Virginian Terminal Ry. Co., The | ----- | ----- | ----- | ----- | ----- |
| 43 | Washington Southern Ry. Co. | 38 | ----- | 277 | 1,487 | 5 |
| 44 | Winchester and Potomac R. R. Co. | ----- | ----- | 2 | 32 | ----- |
| 45 | Winchester and Strasburg R. R. Co. | 2 | ----- | 3 | 63 | ----- |
| Total | | 1,022 | 474 | 4,690 | 38,372 | 147 |

^{a, b, c, d, e, f,} see page 940.

—STATE OF VIRGINIA—CONTINUED.

Class—Continued.

| Total (Excluding General Officers) Virginia | DISTRIBUTION OF FOREGOING | | | | | | Total (Including General Officers) Entire Line | Number |
|---|-----------------------------------|--------------------------|------------------|-------------------------|------------------|--------------------|--|--------|
| | Maintenance of Way and Structures | Maintenance of Equipment | Traffic Expenses | Transportation Expenses | General Expenses | Outside Operations | | |
| 1,245 | 294 | 153 | 15 | 770 | 13 | ----- | 10,411 | 1 |
| 60 | 42 | 8 | ----- | 13 | 2 | ----- | 87 | 2 |
| 7 | 3 | ----- | ----- | 3 | 1 | ----- | 7 | 3 |
| 15 | 7 | ----- | ----- | 8 | ----- | ----- | 15 | 4 |
| 727 | 110 | 287 | 37 | 208 | 95 | ----- | 1,240 | 5 |
| 6,165 | 981 | 1,908 | 62 | 2,770 | 194 | 258 | 18,855 | 6 |
| 71 | 34 | 8 | 2 | 24 | 3 | ----- | 71 | 7 |
| 45 | 15 | ----- | ----- | 30 | ----- | ----- | 220 | 8 |
| 201 | 85 | 31 | ----- | 77 | 14 | ----- | 221 | 9 |
| 26 | 10 | ----- | ----- | 16 | ----- | ----- | 261 | 10 |
| 184 | 76 | 7 | 1 | 92 | 14 | ----- | 190 | 11 |
| 18 | 5 | 6 | ----- | 6 | 3 | ----- | 51 | 12 |
| 223 | 93 | 6 | ----- | 122 | 2 | ----- | 35,435 | 13 |
| 47 | 21 | ----- | ----- | 26 | 2 | ----- | 49 | 14 |
| 36 | 19 | ----- | ----- | 17 | 3 | ----- | 33 | 15 |
| 31 | 25 | 1 | ----- | 6 | 2 | ----- | 34 | 16 |
| 1,319 | 166 | 168 | 21 | 919 | 56 | ----- | 2,072 | 17 |
| 148 | 52 | 6 | ----- | 84 | 10 | ----- | 152 | 18 |
| 404 | 54 | 57 | 14 | 168 | 120 | ----- | 2,030 | 19 |
| 38 | ----- | ----- | ----- | 38 | 2 | ----- | 40 | 20 |
| 13,541 | 3,774 | 4,484 | 157 | 4,758 | 340 | 35 | 28,455 | 21 |
| 47 | 24 | 5 | ----- | 18 | 3 | ----- | 50 | 22 |
| 1,737 | 478 | 327 | 22 | 847 | 68 | ----- | 1,742 | 23 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 24 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 25 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 26 |
| 34 | 11 | 2 | ----- | 21 | ----- | ----- | 34 | 27 |
| 741 | 207 | 177 | 17 | 349 | 14 | 3 | 14,272 | 28 |
| 5,536 | 1,260 | 1,033 | 1 | 2,352 | 2 | 888 | 37,784 | 29 |
| 196 | 102 | 24 | ----- | 58 | 4 | ----- | 188 | 30 |
| 114 | 51 | 22 | 1 | 37 | 8 | ----- | 119 | 31 |
| 196 | 108 | 6 | ----- | 82 | ----- | ----- | 196 | 32 |
| 65 | 44 | 2 | 1 | 15 | 7 | ----- | 69 | 33 |
| 12 | 3 | ----- | ----- | 9 | 1 | ----- | 13 | 34 |
| 36 | 16 | ----- | ----- | 20 | 2 | ----- | 38 | 35 |
| 870 | 270 | 264 | 15 | 302 | 24 | ----- | 1,029 | 36 |
| 2,523 | 731 | 926 | 17 | 777 | 51 | 37 | 3,758 | 37 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 38 |
| 1,482 | 231 | 351 | 23 | 812 | 70 | ----- | 1,499 | 39 |
| 32 | 15 | ----- | ----- | 17 | ----- | ----- | 99 | 40 |
| 63 | 26 | 1 | ----- | 36 | ----- | ----- | 63 | 41 |
| 38,225 | 9,443 | 10,265 | 406 | 15,907 | 1,130 | 1,221 | 169,861 | 42 |

TABLE No. 12—CONTINUED—TOTAL

| Number | NAME OF COMPANY | Officers | |
|--------|--|------------------|----------------|
| | | General Officers | Other Officers |
| 1 | Atlantic Coast Line R. R. Co..... | | 3,173 |
| 2 | a Atlantic and Danville Ry. Co. The..... | | |
| 3 | Big Sandy and Cumberland R. R. Co..... | | 612 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | | |
| 5 | Cape Charles R. R. Co..... | | |
| 6 | Carolina, Clinchfield and Ohio Ry..... | 655 | 884 |
| 7 | Chesapeake and Ohio Ry. Co., The..... | 2,963 | 26,744 |
| 8 | b Chesapeake and Western R. R. Co..... | | |
| 9 | Chesapeake Western Ry..... | | 792 |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | | |
| 11 | Danville and Western Ry. Co..... | 1,989 | 1,656 |
| 12 | Delaware, Maryland and Virginia R. R. Co..... | | |
| 13 | a Franklin and Pittsylvania R. R. Co..... | | |
| 14 | Interstate R. R. Co..... | 1,876 | 1,352 |
| 15 | Laurel Ry. Co..... | 312 | |
| 16 | Louisville and Nashville R. R. Co..... | | 345 |
| 17 | Marion and Rye Valley Ry. Co..... | 730 | |
| 18 | Nelson and Albemarle Ry. Co..... | 313 | |
| 19 | New River, Holston and Western R. R. Co..... | 600 | |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 3,983 | 469 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co..... | 730 | 361 |
| 22 | Norfolk Southern R. R. Co..... | 380 | 832 |
| 23 | Norfolk Terminal Ry. Co..... | 730 | |
| 24 | Norfolk and Western Ry. Co..... | 2,557 | 12,579 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co..... | 1,192 | |
| 26 | c Potomac R. R. Co..... | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co..... | 1,288 | 4,942 |
| 28 | d Richmond, Fredericksburg and Potomac and Richmond and Peters- burg R. R. Connection Co..... | | |
| 29 | a Richmond and Mecklenburg R. R. Co..... | | |
| 30 | e Roaring Fork R. R. Co..... | | |
| 31 | Rosslyn Connecting R. R. Co..... | | |
| 32 | Seaboard Air Line Ry..... | 394 | 731 |
| 33 | Southern Ry. Co..... | | 32,433 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | 600 | |
| 35 | Tidewater and Western R. R. Co..... | 1,565 | 1,084 |
| 36 | Valley Railroad Company of Virginia..... | | 829 |
| 37 | Virginia-Carolina Ry. Co..... | 1,191 | 312 |
| 38 | Virginia and Kentucky Ry. Co..... | 365 | |
| 39 | Virginia Southern R. R. Co..... | 730 | |
| 40 | Virginia and Southwestern Ry. Co..... | 1,825 | 2,920 |
| 41 | Virginian Ry. Co., The..... | 3,906 | 1,617 |
| 42 | f Virginian Terminal Ry. Co., The..... | | |
| 43 | Washington Southern Ry. Co..... | 537 | 3,939 |
| 44 | Winchester and Potomac R. R. Co..... | | |
| 45 | Winchester and Strasburg R. R. Co..... | | 291 |
| | Total..... | 31,411 | 98,926 |

a, b, c, d, e, f, see page 940.

NUMBER OF DAYS WORKED.

| General Office Clerks | Station Agents | Other Stationmen | Enginemen | Firemen | Conductors | Other Trainmen | |
|-----------------------|----------------|------------------|-----------|---------|------------|----------------|----|
| ----- | 8,491 | 159,254 | 10,352 | 11,106 | 13,781 | 28,634 | 1 |
| ----- | ----- | 310 | 1,210 | 1,210 | 605 | 605 | 2 |
| 365 | ----- | ----- | 365 | 365 | ----- | 365 | 3 |
| 7,423 | 1,305 | 126 | 117 | 117 | 131 | 244 | 4 |
| 55,727 | 2,920 | 1,460 | 3,056 | 3,056 | 2,305 | 5,132 | 5 |
| ----- | 60,421 | 281,291 | 77,021 | 82,390 | 76,502 | 192,551 | 6 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 7 |
| 951 | 3,285 | 1,481 | 697 | 697 | 654 | 1,009 | 8 |
| ----- | 626 | 2,254 | 215 | 215 | 215 | 509 | 9 |
| 2,708 | 6,523 | 7,574 | 1,831 | 1,831 | 2,142 | 3,597 | 10 |
| ----- | 730 | 2,417 | ----- | ----- | ----- | ----- | 11 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 12 |
| 2,817 | 1,878 | 3,241 | 1,408 | 1,410 | 1,503 | 3,861 | 13 |
| 312 | 312 | ----- | 312 | 312 | 312 | 312 | 14 |
| ----- | 5,310 | 6,816 | 4,473 | 4,473 | 4,833 | 10,795 | 15 |
| ----- | 1,080 | 365 | 615 | 623 | 715 | 1,224 | 16 |
| ----- | 626 | 260 | 625 | 583 | 583 | 313 | 17 |
| 800 | ----- | ----- | 300 | 300 | 300 | 316 | 18 |
| 33,019 | 14,765 | 88,632 | 8,790 | 8,894 | 8,412 | 23,528 | 19 |
| 7,084 | ----- | ----- | 3,191 | 3,086 | 3,292 | 8,592 | 20 |
| 5,136 | 4,734 | 6,789 | 2,894 | 2,944 | 2,574 | 5,826 | 21 |
| ----- | 365 | 13,552 | ----- | ----- | ----- | ----- | 22 |
| 216,079 | 82,159 | 318,800 | 175,484 | 176,157 | 127,115 | 327,601 | 23 |
| 314 | 1,570 | 590 | 570 | 635 | 582 | 892 | 24 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 25 |
| 23,188 | 7,075 | 64,569 | 15,829 | 15,876 | 15,647 | 35,708 | 26 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 27 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 28 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 29 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 30 |
| 9,926 | 18 | 1,953 | 203 | 203 | 202 | 606 | 31 |
| ----- | 8,688 | 33,447 | 7,274 | 7,267 | 5,392 | 12,473 | 32 |
| ----- | 90,562 | 191,603 | 71,918 | 73,766 | 66,463 | 169,163 | 33 |
| 600 | 2,100 | 600 | 3,500 | 3,700 | 312 | 6,750 | 34 |
| 926 | 4,256 | 683 | 1,261 | 1,239 | 1,170 | 2,484 | 35 |
| ----- | 5,293 | 6,205 | 1,886 | 1,840 | 1,524 | 2,975 | 36 |
| 889 | 1,906 | ----- | 430 | 415 | 349 | 720 | 37 |
| ----- | 730 | 693 | 365 | 365 | 365 | 365 | 38 |
| ----- | 1,095 | ----- | 421 | 419 | 413 | 681 | 39 |
| 16,376 | 7,050 | 8,859 | 11,226 | 11,022 | 7,252 | 16,565 | 40 |
| 21,784 | 11,528 | 17,637 | 19,764 | 23,848 | 17,311 | 45,432 | 41 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 42 |
| 10,700 | 2,802 | 59,742 | 10,814 | 10,819 | 9,808 | 36,303 | 43 |
| ----- | 912 | 1,095 | 415 | 411 | 404 | 860 | 44 |
| ----- | 2,555 | 2,007 | 713 | 707 | 694 | 1,629 | 45 |
| 416,624 | 343,670 | 1,284,305 | 439,516 | 452,301 | 373,862 | 948,620 | |

TABLE No. 12—TOTAL NUMBER

| Number | NAME OF COMPANY | Machinists | | Carpenters | |
|--------|--|------------|--|------------|--|
| | | | | | |
| 1 | Atlantic Coast Line R. R. Co. | 911 | | 10,896 | |
| 2 | a Atlantic and Danville Ry. Co., The | | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | | | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | | | | |
| 5 | Cape Charles R. R. Co. | 2,450 | | 916 | |
| 6 | Carolina, Clinchfield and Ohio Ry. | 99,380 | | 72,939 | |
| 7 | Chesapeake and Ohio Ry. Co., The | | | | |
| 8 | b Chesapeake and Western R. R. Co. | 304 | | 1,451 | |
| 9 | Chesapeake Western Ry. | | | | |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 1,829 | | 2,801 | |
| 11 | Danville and Western Ry. Co. | | | 187 | |
| 12 | Delaware, Maryland and Virginia R. R. Co. | | | | |
| 13 | a Franklin and Pittsylvania R. R. Co. | | | 1,878 | |
| 14 | Interstate R. R. Co. | 300 | | | |
| 15 | Laurel Ry. Co. | | | 2,666 | |
| 16 | Louisville and Nashville R. R. Co. | | | | |
| 17 | Marion and Rye Valley Ry. Co. | | | | |
| 18 | Nelson and Albemarle Ry. Co. | | | | |
| 19 | New River, Holston and Western R. R. Co. | 7,046 | | 9,894 | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 1,236 | | 1,159 | |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 1,272 | | 2,270 | |
| 22 | Norfolk Southern R. R. Co. | | | | |
| 23 | Norfolk Terminal Ry. Co. | 95,258 | | 182,539 | |
| 24 | Norfolk and Western Ry. Co. | 625 | | 257 | |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | | | | |
| 26 | c Potomac R. R. Co. | 12,539 | | 9,791 | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | | | | |
| 28 | d Richmond, Fredericksburg and Potomac and Richmond and Peters- burg R. R. Connection Co. | | | | |
| 29 | a Richmond and Mecklenburg R. R. Co. | | | | |
| 30 | e Roaring Fork R. R. Co. | 241 | | 26 | |
| 31 | Rosslyn Connecting R. R. Co. | 4,961 | | 5,950 | |
| 32 | Seaboard Air Line Ry. | 42,097 | | 100,322 | |
| 33 | Southern Ry. Co. | 2,050 | | 2,010 | |
| 34 | Surry, Sussex and Southampton Ry. Co. | 512 | | 911 | |
| 35 | Tidewater and Western R. R. Co. | 367 | | 3,153 | |
| 36 | Valley Railroad Company of Virginia | | | | |
| 37 | Virginia-Carolina Ry. Co. | | | | |
| 38 | Virginia and Kentucky Ry. Co. | | | | |
| 39 | Virginia Southern R. R. Co. | | | | |
| 40 | Virginia and Southwestern Ry. Co. | 5,192 | | 5,271 | |
| 41 | Virginian Ry. Co., The | 13,644 | | 16,607 | |
| 42 | f Virginian Terminal Ry. Co., The | | | | |
| 43 | Washington Southern Ry. Co. | 2,409 | | 31,556 | |
| 44 | Winchester and Potomac R. R. Co. | | | 750 | |
| 45 | Winchester and Strasburg R. R. Co. | | | 1,266 | |
| | Total | 294,593 | | 467,451 | |

a, b, c, d, e, f, see page 940.

OF DAYS WORKED—CONTINUED.

| Other Shopmen | Section Foremen | Other Trackmen | Switchmen | Telegraph Operators and Dispatchers | Employees Floating Equipment | Other Employees and Laborers | Number |
|---------------|-----------------|----------------|-----------|-------------------------------------|------------------------------|------------------------------|--------|
| 40,090 | 6,601 | 44,283 | 29,444 | 22,244 | 5,999 | 35,492 | 1 |
| | | 8,132 | | | | 3,600 | 2 |
| | 365 | 497 | | | | | 3 |
| | 365 | 2,520 | | | | | 4 |
| 7,129 | 3,130 | 7,450 | 365 | 730 | | 4,945 | 5 |
| 174,763 | 45,902 | 198,609 | 40,728 | 61,422 | 30,696 | 350,832 | 6 |
| | | | | | | | 7 |
| 2,138 | 1,643 | 5,445 | 335 | 365 | | 365 | 8 |
| | 365 | 3,187 | 313 | 365 | | | 9 |
| 3,791 | 2,650 | 16,300 | 1,060 | 1,632 | | 1,811 | 10 |
| | 31 | 158 | | | 1,459 | 1,095 | 11 |
| | | | | | | | 12 |
| | 2,191 | 9,484 | | 594 | | 8,982 | 13 |
| 1,235 | 312 | 342 | 365 | | | | 14 |
| 2,340 | 4,015 | 20,451 | | 4,956 | | 3,659 | 15 |
| | 939 | 4,575 | 371 | | | 365 | 16 |
| | 687 | 2,400 | | | | | 17 |
| 314 | 592 | 2,593 | | | | 51 | 18 |
| 48,809 | 6,791 | 41,884 | 4,872 | 12,735 | 93,834 | 10,082 | 19 |
| | 2,167 | 10,689 | 3,687 | 730 | | 2,598 | 20 |
| 11,647 | 2,638 | 11,883 | 1,746 | 947 | 3,541 | 11,308 | 21 |
| | | | 730 | | | | 22 |
| 1,007,444 | 82,536 | 694,697 | 50,956 | 119,642 | | 378,607 | 23 |
| 537 | 635 | 4,934 | 365 | | | 122 | 24 |
| | | | | | | | 25 |
| 44,250 | 7,468 | 78,107 | 15,321 | 18,723 | | 104,320 | 26 |
| | | | | | | | 27 |
| | | | | | | | 28 |
| | | | | | | | 29 |
| | 24 | 240 | | 434 | | 875 | 30 |
| 38,922 | 8,542 | 54,963 | 3,108 | 6,142 | 3,443 | 6,916 | 31 |
| 204,397 | 52,117 | 262,459 | 39,489 | 50,932 | 8,526 | 383,618 | 32 |
| 2,329 | 1,500 | 18,000 | 750 | | | 2,527 | 33 |
| 1,862 | 2,200 | 11,216 | 447 | 329 | | 1,220 | 34 |
| 886 | 3,507 | 10,136 | 365 | 2,446 | | 13,776 | 35 |
| 775 | 1,252 | 7,096 | | | | 310 | 36 |
| | 335 | 549 | 365 | | | | 37 |
| | 626 | 2,917 | 373 | | | | 38 |
| 40,621 | 10,097 | 46,647 | | 6,468 | | 33,631 | 39 |
| 132,600 | 22,074 | 134,569 | 6,943 | 16,266 | | 51,524 | 40 |
| | | | | | | | 41 |
| 14,856 | 4,037 | 44,594 | 3,240 | 11,075 | | 85,383 | 42 |
| | 723 | 3,227 | | | | 730 | 43 |
| 427 | 1,038 | 4,517 | 1,095 | 739 | | 1,520 | 44 |
| | | | | | | | 45 |
| 1,782,164 | 280,148 | 1,781,850 | 206,833 | 339,916 | 147,498 | 1,500,264 | |

TABLE No. 12—TOTAL NUMBER

| Number | NAME OF COMPANY | Total (Including General Officers) Virginia | Less "General Officers" | Total (Excluding General Officers) Virginia |
|--------|---|---|-------------------------|---|
| 1 | Atlantic Coast Line R. R. Co. | 430,741 | | 430,741 |
| 2 | a Atlantic and Danville Ry. Co., The | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 16,284 | | 16,284 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 2,322 | | 2,322 |
| 5 | Cape Charles R. R. Co. | 4,925 | | 4,925 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 54,006 | 655 | 53,351 |
| 7 | Chesapeake and Ohio Ry. Co., The | 1,930,861 | 2,963 | 1,927,898 |
| 8 | b Chesapeake and Western R. R. Co. | | | |
| 9 | Chesapeake Western Ry. | 21,612 | | 21,612 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 8,264 | | 8,264 |
| 11 | Danville and Western Ry. Co. | 61,725 | 1,989 | 59,736 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | 6,077 | | 6,077 |
| 13 | a Franklin and Pittsylvania R. R. Co. | | | |
| 14 | Interstate R. R. Co. | 42,375 | 1,876 | 40,499 |
| 15 | Laurel Ry. Co. | 4,738 | 312 | 4,426 |
| 16 | Louisville and Nashville R. R. Co. | 75,132 | | 75,132 |
| 17 | Marion and Rye Valley Ry. Co. | 11,602 | 730 | 10,872 |
| 18 | Nelson and Albemarle Ry. Co. | 6,390 | 313 | 6,077 |
| 19 | New River, Holston and Western R. R. Co. | 5,768 | 600 | 5,166 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 426,429 | 3,953 | 422,446 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 54,606 | 730 | 53,876 |
| 22 | Norfolk Southern R. R. Co. | 79,411 | 380 | 79,031 |
| 23 | Norfolk Terminal Ry. Co. | 15,377 | 730 | 14,647 |
| 24 | Norfolk and Western Ry. Co. | 4,050,480 | 2,557 | 4,047,923 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 13,860 | 1,192 | 12,658 |
| 26 | c Potomac R. R. Co. | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 474,641 | 1,288 | 473,353 |
| 28 | d Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | | |
| 29 | a Richmond and Mecklenburg R. R. Co. | | | |
| 30 | e Roaring Fork R. R. Co. | | | |
| 31 | Rosslyn Connecting R. R. Co. | 5,025 | | 5,025 |
| 32 | Seaboard Air Line Ry. | 218,539 | 394 | 218,145 |
| 33 | Southern Ry. Co. | 1,839,860 | | 1,839,860 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 47,328 | 600 | 46,723 |
| 35 | Tidewater and Western R. R. Co. | 33,365 | 1,565 | 31,800 |
| 36 | Valley Railroad Company of Virginia. | 60,995 | | 60,995 |
| 37 | Virginia-Carolina Ry. Co. | 15,045 | 1,191 | 14,454 |
| 38 | Virginia and Kentucky Ry. Co. | 4,500 | 365 | 4,135 |
| 39 | Virginia Southern R. R. Co. | 7,675 | 730 | 6,945 |
| 40 | Virginia and Southwestern Ry. Co. | 231,022 | 1,825 | 229,197 |
| 41 | Virginian Ry. Co., The | 557,054 | 3,906 | 553,148 |
| 42 | f Virginian Terminal Ry. Co., The | | | |
| 43 | Washington Southern Ry. Co. | 342,614 | 537 | 342,077 |
| 44 | Winchester and Potomac R. R. Co. | 9,527 | | 9,527 |
| 45 | Winchester and Strasburg R. R. Co. | 19,198 | | 19,198 |
| | Total..... | 11,189,961 | 31,411 | 11,158,550 |

a, b, c, d, e, f, see page 940.

OF DAYS WORKED—CONTINUED.

| DISTRIBUTION OF FOREGOING | | | | | | Total (Including General Officers) Entire Line | Number |
|-----------------------------------|--------------------------|------------------|-------------------------|------------------|--------------------|--|--------|
| Maintenance of Way and Structures | Maintenance of Equipment | Traffic Expenses | Transportation Expenses | General Expenses | Outside Operations | | |
| 83,152 | 52,304 | 3,829 | 287,370 | 4,068 | | 6,599,562 | 1 |
| 10,106 | 1,626 | | 3,940 | 612 | | 24,184 | 2 |
| 862 | | | 1,095 | 365 | | 2,322 | 3 |
| 2,885 | | | 2,040 | | | 4,925 | 4 |
| 11,496 | 9,579 | 2,568 | 24,568 | 5,795 | | 232,431 | 5 |
| 323,748 | 519,181 | 21,953 | 917,671 | 65,382 | 80,926 | 5,859,996 | 6 |
| 8,815 | 2,163 | 732 | 9,079 | 823 | | 21,612 | 7 |
| 3,310 | | | 4,954 | | | 65,285 | 8 |
| 21,830 | 7,400 | | 27,798 | 4,697 | | 67,977 | 9 |
| 376 | | | 5,701 | | | 81,659 | 10 |
| 13,553 | 1,283 | 312 | 22,846 | 4,381 | | 42,375 | 11 |
| 654 | 1,535 | | 1,925 | 624 | | 10,390 | 12 |
| 30,406 | 1,980 | | 42,016 | 730 | | 11,910,155 | 13 |
| 5,514 | | | 5,358 | 730 | | 11,602 | 14 |
| 3,087 | | | 2,990 | 313 | | 6,390 | 15 |
| 3,642 | 314 | | 1,510 | 300 | | 5,766 | 16 |
| 62,026 | 61,954 | 7,810 | 274,487 | 20,152 | | 651,435 | 17 |
| 18,856 | 2,395 | | 30,435 | 2,920 | | 54,606 | 18 |
| 17,205 | 10,668 | 1,276 | 46,473 | 3,789 | | 579,188 | 19 |
| | | | 14,647 | 730 | | 15,377 | 20 |
| 1,159,512 | 1,223,894 | 56,078 | 1,483,585 | 114,694 | 12,717 | 7,500,190 | 21 |
| 5,934 | 1,449 | | 5,275 | 1,192 | | 13,850 | 22 |
| 120,656 | 96,750 | 5,511 | 235,760 | 15,964 | | 474,641 | 23 |
| | | | | | | | 24 |
| | | | | | | | 25 |
| | | | | | | | 26 |
| | | | | | | | 27 |
| | | | | | | | 28 |
| | | | | | | | 29 |
| | | | | | | | 30 |
| 264 | 267 | | 4,494 | | | 5,025 | 31 |
| 64,774 | 51,505 | 5,257 | 91,580 | 4,164 | 1,259 | 4,199,180 | 32 |
| 357,060 | 331,130 | 365 | 847,771 | 1,052 | 302,482 | 13,146,282 | 33 |
| 22,777 | 6,389 | | 19,962 | 1,200 | | 47,328 | 34 |
| 14,492 | 2,853 | 313 | 13,216 | 2,491 | | 33,365 | 35 |
| 32,229 | 1,946 | | 26,820 | | | 60,995 | 36 |
| 8,624 | 606 | 40 | 4,625 | 1,750 | | 15,645 | 37 |
| 887 | | | 3,248 | 365 | | 4,500 | 38 |
| 3,543 | | | 3,402 | 730 | | 7,675 | 39 |
| 70,830 | 60,117 | 5,003 | 87,249 | 7,823 | | 279,105 | 40 |
| 168,623 | 182,817 | 5,594 | 174,756 | 16,189 | 9,075 | 836,549 | 41 |
| | | | | | | | 42 |
| 62,780 | 97,513 | 2,427 | 171,906 | 7,988 | | 342,796 | 43 |
| 4,793 | 30 | | 4,704 | | | 27,756 | 44 |
| 6,959 | 316 | | 11,923 | | | 19,198 | 45 |
| 2,728,260 | 2,729,964 | 119,068 | 4,914,179 | 292,031 | 406,459 | 53,261,147 | |

TABLE No. 12—CONTINUED—TOTAL

| Number | NAME OF COMPANY | | | |
|--------|--|------------------|----------------|-----------------------|
| | | General Officers | Other Officers | General Office Clerks |
| 1 | Atlantic Coast Line R. R. Co. | | \$ 28,391 31 | |
| 2 | a Atlantic and Danville Ry. Co., The | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | | 2,700 00 | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | | | \$ 540 00 |
| 5 | Cape Charles R. R. Co. | | | |
| 6 | Carolina, Clinchfield and Ohio Ry. | \$ 10,998 25 | 6,409 95 | 16,639 47 |
| 7 | Chesapeake and Ohio Ry. Co., The | 57,481 84 | 174,895 73 | 120,058 00 |
| 8 | b Chesapeake and Western R. R. Co. | | | |
| 9 | Chesapeake Western Ry. | | 3,860 00 | 1,545 50 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | | | |
| 11 | Danville and Western Ry. Co. | 7,910 87 | 3,693 74 | 5,565 68 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | | | |
| 13 | a Franklin and Pittsylvania R. R. Co. | | | |
| 14 | Interstate R. R. Co. | 6,962 72 | 4,900 00 | 3,232 84 |
| 15 | Laurel Ry. Co. | 1,500 00 | | 425 00 |
| 16 | Louisville and Nashville R. R. Co. | | 499 80 | |
| 17 | Marion and Rye Valley Ry. Co. | 1,800 00 | | |
| 18 | Nelson and Albemarle Ry. Co. | 1,599 96 | | |
| 19 | New River, Holston and Western R. R. Co. | 2,190 00 | | 300 00 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 6,675 74 | 9,467 91 | 76,151 17 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 1,800 00 | 4,800 00 | 16,558 26 |
| 22 | Norfolk Southern R. R. Co. | 5,338 31 | 4,322 96 | 11,089 60 |
| 23 | Norfolk Terminal Ry. Co. | 900 00 | | |
| 24 | Norfolk and Western Ry. Co. | 103,169 88 | 152,958 70 | 539,941 73 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 6,199 97 | | 305 00 |
| 26 | c Potomac R. R. Co. | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 19,040 04 | 33,712 94 | 54,563 33 |
| 28 | d Richmond, Fredericksburg and Potomac and Rich- | | | |
| 29 | mond, Petersburg R. R. Connection Co. | | | |
| 30 | e Richmond and Mecklenburg R. R. Co. | | | |
| 31 | Roaring Fork R. R. Co. | | | |
| 32 | Roselyn Connecting R. R. Co. | | | |
| 33 | Seaboard Air Line Ry. | 8,314 28 | 5,942 49 | 27,084 92 |
| 34 | Southern Ry. Co. | | 107,535 35 | |
| 35 | Surry, Sussex and Southampton Ry. Co. | 7,500 00 | | 1,500 00 |
| 36 | Tidewater and Western R. R. Co. | 5,700 00 | 4,200 00 | 1,482 00 |
| 37 | Valley Railroad Company of Virginia | | 2,765 25 | |
| 38 | Virginia-Carolina Ry. Co. | 12,526 67 | 1,020 00 | 1,120 68 |
| 39 | Virginia and Kentucky Ry. Co. | 900 00 | | |
| 40 | Virginia Southern R. R. Co. | 1,200 00 | | |
| 41 | Virginia and Southwestern Ry. Co. | 13,420 50 | 18,673 40 | 37,300 20 |
| 42 | Virginian Ry. Co., The | 52,148 25 | 13,487 40 | 56,342 12 |
| 43 | f Virginian Terminal Ry. Co., The | | | |
| 44 | Washington Southern Ry. Co. | 8,160 00 | 23,357 64 | 25,294 63 |
| 45 | Winchester and Potomac R. R. Co. | | | |
| | Winchester and Strasburg R. R. Co. | | 1,396 65 | |
| | Total | \$ 343,437 28 | \$ 603,991 22 | \$ 997,040 13 |

a, b, c, d, e, f, see page 490.

YEARLY COMPENSATION.

| Station Agents | Other Stationmen | Enginemen | Firemen | Conductors | Other Trainmen | |
|----------------|------------------|-----------------|-----------------|-----------------|-----------------|----|
| \$ 24,586 01 | \$ 253,809 35 | \$ 64,063 42 | \$ 30,984 94 | \$ 66,561 40 | \$ 72,729 22 | 1 |
| | 600 00 | 3,910 00 | 2,940 00 | 1,815 00 | 1,210 00 | 2 |
| | | 725 00 | 480 00 | | 600 00 | 3 |
| 1,561 05 | 142 69 | 769 29 | 458 96 | 614 40 | 949 50 | 4 |
| 5,064 00 | 2,094 27 | 18,585 48 | 10,577 90 | 10,373 85 | 14,728 36 | 5 |
| 131,106 78 | 431,549 55 | 438,627 20 | 258,934 20 | 310,645 51 | 554,779 51 | 6 |
| | | | | | | 7 |
| 3,036 00 | 647 22 | 2,324 09 | 1,281 18 | 1,898 95 | 1,830 70 | 8 |
| 1,938 00 | 2,619 05 | 1,242 41 | 628 92 | 898 48 | 1,290 19 | 9 |
| 8,718 65 | 9,805 98 | 7,812 36 | 4,137 60 | 6,988 85 | 6,498 83 | 10 |
| 1,539 00 | 4,019 65 | | | | | 11 |
| | | | | | | 12 |
| 4,996 00 | 4,124 13 | 5,634 02 | 3,245 21 | 5,259 66 | 8,881 71 | 13 |
| 600 00 | | 840 00 | 462 58 | 620 00 | 392 23 | 14 |
| 10,548 36 | 8,861 82 | 31,915 62 | 17,553 54 | 22,729 80 | 32,973 54 | 15 |
| 1,320 00 | 900 00 | 1,845 00 | 1,152 55 | 1,608 75 | 1,866 00 | 16 |
| 1,906 10 | 291 00 | 2,178 67 | 1,171 18 | 1,633 27 | 528 93 | 17 |
| | | 780 00 | 480 00 | 600 00 | 435 17 | 18 |
| 29,000 00 | 148,617 61 | 43,669 76 | 25,333 46 | 31,644 67 | 64,055 49 | 19 |
| | | 13,584 94 | 7,802 37 | 11,698 29 | 22,888 91 | 20 |
| 7,108 81 | 10,861 79 | 11,793 06 | 5,178 22 | 9,671 73 | 10,330 95 | 21 |
| 1,500 00 | 21,137 69 | | | | | 22 |
| 218,756 06 | 513,517 50 | 901,182 86 | 529,692 29 | 505,830 71 | 811,868 20 | 23 |
| 1,920 00 | 943 91 | 1,366 95 | 953 10 | 1,164 38 | 1,338 05 | 24 |
| | | | | | | 25 |
| 19,436 78 | 108,239 16 | 114,642 50 | 64,444 12 | 81,220 34 | 116,654 05 | 26 |
| | | | | | | 27 |
| | | | | | | 28 |
| | | | | | | 29 |
| 127 20 | 4,226 70 | 883 72 | 570 85 | 760 83 | 2,112 94 | 30 |
| 17,900 12 | 55,565 19 | 46,406 69 | 18,351 01 | 28,988 50 | 27,830 37 | 31 |
| 194,448 98 | 280,898 01 | 404,778 75 | 224,692 80 | 304,198 00 | 429,658 00 | 32 |
| 2,894 13 | 900 00 | 11,725 00 | 8,140 00 | 873 60 | 9,359 30 | 33 |
| 5,573 41 | 908 85 | 3,789 49 | 1,782 15 | 2,357 98 | 2,875 58 | 34 |
| 8,452 40 | 7,607 40 | 10,773 70 | 6,060 30 | 7,657 35 | 9,883 35 | 35 |
| 2,019 26 | | 1,385 17 | 771 40 | 1,017 16 | 1,172 11 | 36 |
| 1,800 00 | 1,040 14 | 918 50 | 600 00 | 900 00 | 600 00 | 37 |
| 1,800 00 | | 1,263 00 | 771 97 | 933 43 | 1,020 40 | 38 |
| 13,958 53 | 13,731 27 | 58,930 06 | 31,963 99 | 32,998 03 | 46,381 01 | 39 |
| 26,881 78 | 31,746 45 | 116,999 55 | 79,654 02 | 76,163 02 | 127,663 40 | 40 |
| | | | | | | 41 |
| 9,085 93 | 109,609 93 | 63,342 75 | 36,597 97 | 46,527 62 | 121,260 11 | 42 |
| 1,577 45 | 1,182 60 | 2,297 40 | 1,271 35 | 2,100 80 | 2,824 40 | 43 |
| 3,656 60 | 2,976 40 | 3,837 05 | 2,183 15 | 3,825 30 | 4,847 00 | 44 |
| | | | | | | 45 |
| \$ 764,819 39 | \$ 2,033,173 31 | \$ 2,394,851 46 | \$ 1,381,303 28 | \$ 1,582,779 66 | \$ 2,514,317 51 | |

TABLE No. 12—TOTAL YEARLY

| Number | NAME OF COMPANY | Machinists | Carpenters | Other Shopmen |
|--------|---|----------------|----------------|-----------------|
| 1 | Atlantic Coast Line R. R. Co..... | \$ 2,881 49 | \$ 28,568 09 | \$ 74,877 26 |
| 2 | a Atlantic and Danville Ry. Co., The..... | ----- | ----- | ----- |
| 3 | Big Sandy and Cumberland R. R. Co..... | ----- | ----- | ----- |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | ----- | ----- | ----- |
| 5 | Cape Charles R. R. Co..... | ----- | ----- | ----- |
| 6 | Carolina, Clinchfield and Ohio Ry..... | 8,943 50 | 2,391 85 | 20,317 85 |
| 7 | Chesapeake and Ohio Ry. Co., The..... | 293,045 02 | 204,516 40 | 486,515 40 |
| 8 | b Chesapeake and Western R. R. Co..... | ----- | ----- | ----- |
| 9 | Chesapeake Western Ry..... | 903 24 | 2,199 76 | 2,715 30 |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | ----- | ----- | ----- |
| 11 | Danville and Western Ry. Co..... | 4,238 60 | 5,922 28 | 6,358 86 |
| 12 | Delaware, Maryland and Virginia R. R. Co..... | ----- | 505 26 | ----- |
| 13 | a Franklin and Pittsylvania R. R. Co..... | ----- | ----- | ----- |
| 14 | Interstate R. R. Co..... | ----- | 2,817 12 | ----- |
| 15 | Laurel Ry. Co..... | 975 00 | ----- | 2,445 00 |
| 16 | Louisville and Nashville R. R. Co..... | ----- | 4,818 84 | 3,979 98 |
| 17 | Marion and Rye Valley Ry. Co..... | ----- | ----- | ----- |
| 18 | Nelson and Albemarle Ry. Co..... | ----- | ----- | ----- |
| 19 | New River, Holston and Western R. R. Co..... | ----- | ----- | 420 00 |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 21,796 76 | 26,419 34 | 96,072 87 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co..... | 4,455 81 | 3,115 81 | ----- |
| 22 | Norfolk Southern R. R. Co..... | 4,495 62 | 4,743 59 | 22,537 23 |
| 23 | Norfolk Terminal Ry. Co..... | ----- | ----- | ----- |
| 24 | Norfolk and Western Ry. Co..... | 415,836 80 | 531,793 69 | 2,422,411 70 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co..... | 1,624 25 | 617 05 | 1,019 65 |
| 26 | Potomac R. R. Co..... | ----- | ----- | ----- |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co..... | 48,633 75 | 24,821 60 | 114,067 60 |
| 28 | i Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co..... | ----- | ----- | ----- |
| 29 | a Richmond and Mecklenburg R. R. Co..... | ----- | ----- | ----- |
| 30 | e Roaring Fork R. R. Co..... | ----- | ----- | ----- |
| 31 | Rosslyn Connecting R. R. Co..... | 680 95 | 67 86 | ----- |
| 32 | Seaboard Air Line Ry..... | 15,483 10 | 17,010 15 | 69,592 85 |
| 33 | Southern Ry. Co..... | 134,534 65 | 250,621 73 | 462,192 04 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | 5,330 00 | 4,522 50 | 3,745 42 |
| 35 | Tidewater and Western R. R. Co..... | 1,349 67 | 1,891 55 | 3,249 96 |
| 36 | Valley Railroad Company of Virginia..... | 1,183 45 | 6,514 10 | 2,223 10 |
| 37 | Virginia-Carolina Ry. Co..... | ----- | ----- | 1,359 76 |
| 38 | Virginia and Kentucky Ry. Co..... | ----- | ----- | ----- |
| 39 | Virginia Southern R. R. Co..... | ----- | ----- | ----- |
| 40 | Virginia and Southwestern Ry. Co..... | 19,710 10 | 13,151 60 | 78,109 50 |
| 41 | Virginian Ry. Co., The..... | 53,757 20 | 39,077 87 | 309,501 23 |
| 42 | f Virginian Terminal Ry. Co., The..... | ----- | ----- | ----- |
| 43 | Washington Southern Ry. Co..... | 7,766 00 | 86,396 70 | 37,829 70 |
| 44 | Winchester and Potomac R. R. Co..... | ----- | 1,543 87 | ----- |
| 45 | Winchester and Strasburg R. R. Co..... | ----- | 2,614 60 | 863 26 |
| | Total..... | \$1,047,624 96 | \$1,266,663 21 | \$ 4,222,410 57 |

aIncluded with Southern Railway Company.

bIncluded with Chesapeake Western Railway.

cIncluded with Washington Southern Railway.

dIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

eNo record.

fIncluded with The Virginian Railway Company.

COMPENSATION—CONTINUED.

| Section Foremen | Other Trackmen | Switchmen, Flagmen and Watchmen | Telegraph Operators and Dispatchers | Employees Floating Equipment | Other Employees and Laborers | Number |
|-----------------|-----------------|------------------------------------|--|---------------------------------|---------------------------------|--------|
| \$ 13,052 06 | \$ 50,431 75 | \$ 24,682 01 | \$ 55,326 14 | \$ 12,401 66 | \$ 77,783 70 | 1 |
| 600 00 | 12,320 00 | | | | 4,860 00 | 2 |
| 699 60 | 547 47 | | | | | 3 |
| 6,291 40 | 3,215 95 | | | | | 4 |
| 96,207 96 | 12,301 25 | 722 70 | 2,241 35 | | 11,819 25 | 5 |
| | 285,171 14 | 61,875 46 | 174,010 57 | 67,536 87 | 758,014 29 | 6 |
| | | | | | | 7 |
| 1,916 67 | 6,191 77 | 220 00 | 920 00 | | 120 00 | 8 |
| 930 00 | 5,273 09 | 360 00 | 600 00 | | | 9 |
| 4,404 15 | 16,544 69 | 1,330 62 | 1,587 18 | | 2,325 31 | 10 |
| 58 09 | 251 08 | | | 3,161 20 | 1,848 30 | 11 |
| | | | | | | 12 |
| 4,620 00 | 11,854 11 | | 1,011 49 | | 19,672 00 | 13 |
| 468 00 | 376 20 | 864 00 | | | | 14 |
| 7,690 00 | 26,928 90 | | 9,225 00 | | 6,534 00 | 15 |
| 1,440 00 | 5,594 56 | 779 17 | | | 180 00 | 16 |
| 1,273 05 | 2,809 51 | | | | | 17 |
| 1,320 00 | 3,536 35 | | | | 77 77 | 18 |
| 15,846 35 | 55,460 97 | 7,228 29 | 30,237 74 | 142,705 10 | 23,635 01 | 19 |
| 5,152 88 | 23,307 04 | 6,828 16 | 3,491 25 | | 5,667 55 | 20 |
| 5,247 04 | 13,295 26 | 2,549 20 | 2,618 92 | 6,865 62 | 16,665 29 | 21 |
| | | 1,320 00 | | | | 22 |
| 179,534 58 | 1,165,668 73 | 85,194 36 | 293,386 99 | | 764,453 49 | 23 |
| 889 50 | 6,414 26 | 511 00 | | | 157 82 | 24 |
| | | | | | | 25 |
| 14,385 50 | 107,834 69 | 20,262 24 | 44,400 66 | | 187,080 62 | 26 |
| | | | | | | 27 |
| | | | | | | 28 |
| | | | | | | 29 |
| 66 72 | 409 40 | | 1,115 52 | | 1,283 74 | 30 |
| 20,742 09 | 63,776 66 | 3,776 21 | 14,919 81 | 6,476 25 | 18,076 08 | 31 |
| 106,926 37 | 296,466 18 | 42,718 69 | 125,490 46 | 17,538 99 | 496,207 86 | 32 |
| 2,775 00 | 22,500 00 | 1,125 00 | | | 3,538 06 | 33 |
| 3,358 67 | 11,252 90 | 408 02 | 852 27 | | 1,246 23 | 34 |
| 6,989 05 | 21,541 55 | 415 20 | 5,542 85 | | 20,998 20 | 35 |
| 2,120 00 | 8,483 43 | | | | 172 35 | 36 |
| 577 80 | 823 75 | 480 00 | | | | 37 |
| 960 00 | 3,683 19 | 373 00 | | | | 38 |
| 20,496 77 | 51,312 24 | | 15,134 20 | | 65,418 33 | 39 |
| 47,243 94 | 190,647 02 | 11,715 66 | 41,368 28 | | 117,249 47 | 40 |
| | | 4,544 75 | | | | 41 |
| 7,835 40 | 62,186 41 | | 26,789 68 | | 179,360 42 | 42 |
| 1,566 59 | 5,001 43 | | | | 1,036 60 | 43 |
| 2,289 12 | 6,773 74 | 1,308 40 | 1,926 60 | | 1,998 65 | 44 |
| | | | | | | 45 |
| \$ 587,964 35 | \$ 2,560,186 67 | \$ 281,592 14 | \$ 852,196 96 | \$ 256,705 69 | \$ 2,786,380 59 | |

TABLE No. 12—TOTAL YEARLY

| Number | NAME OF COMPANY | Total (Including General Officers) Virginia | Less "General Officers" | Total (Excluding General Officers) Virginia |
|--------|---|---|-------------------------|---|
| 1 | Atlantic Coast Line R. R. Co. | \$ 881,149 81 | | \$ 881,149 81 |
| 2 | a Atlantic and Danville Ry. Co., The | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 30,355 00 | | 30,355 00 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 3,492 47 | | 3,492 47 |
| 5 | Cape Charles R. R. Co. | 8,411 44 | | 8,411 44 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 180,500 68 | \$ 10,998 25 | 149,502 43 |
| 7 | Chesapeake and Ohio Ry. Co., The | 4,904,973 43 | 57,481 84 | 4,847,491 59 |
| 8 | b Chesapeake and Western R. R. Co. | | | |
| 9 | Chesapeake Western Ry. | 31,610 38 | | 31,610 38 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 15,779 14 | | 15,779 14 |
| 11 | Danville and Western Ry. Co. | 103,844 25 | 7,910 87 | 95,933 38 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | 11,382 58 | | 11,382 58 |
| 13 | a Franklin and Pittsylvania R. R. Co. | | | |
| 14 | Interstate R. R. Co. | 87,211 01 | 6,962 72 | 80,248 29 |
| 15 | Laurel Ry. Co. | 9,968 01 | 1,500 00 | 8,468 01 |
| 16 | Louisville and Nashville R. R. Co. | 184,249 20 | | 184,249 20 |
| 17 | Marion and Rye Valley Ry. Co. | 18,486 03 | 1,800 00 | 16,686 03 |
| 18 | Nelson and Albemarle Ry. Co. | 13,391 67 | 1,599 96 | 11,791 71 |
| 19 | New River, Holston and Western R. R. Co. | 10,139 29 | 2,190 00 | 7,949 29 |
| 20 | c New York, Philadelphia and Norfolk R. R. Co. | 854,018 24 | 6,675 74 | 847,342 50 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 131,151 27 | 1,800 00 | 129,351 27 |
| 22 | Norfolk Southern R. R. Co. | 154,633 25 | 5,338 31 | 149,294 94 |
| 23 | Norfolk Terminal Ry. Co. | 24,857 69 | 900 00 | 23,957 69 |
| 24 | Norfolk and Western Ry. Co. | 10,135,198 27 | 103,169 88 | 10,032,028 39 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 25,424 89 | 6,199 97 | 19,224 92 |
| 26 | c Potomac R. R. Co. | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 1,173,439 82 | 19,040 04 | 1,154,399 78 |
| 28 | d Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | | |
| 29 | a Richmond and Mecklenburg R. R. Co. | | | |
| 30 | e Roaring Fork R. R. Co. | | | |
| 31 | Rosslyn Connecting R. R. Co. | 12,306 43 | | 12,306 43 |
| 32 | Seaboard Air Line Ry. | 466,236 77 | 8,314 28 | 457,922 49 |
| 33 | Southern Ry. Co. | 3,879,904 86 | | 3,879,904 86 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 86,428 01 | 7,500 00 | 78,928 01 |
| 35 | Tidewater and Western R. R. Co. | 52,278 73 | 5,700 00 | 46,578 73 |
| 36 | Valley Railroad Company of Virginia | 118,607 25 | | 118,607 25 |
| 37 | Virginia-Carolina Ry. Co. | 33,167 99 | 12,526 67 | 20,641 32 |
| 38 | Virginia and Kentucky Ry. Co. | 8,640 19 | 900 00 | 7,740 19 |
| 39 | Virginia Southern R. R. Co. | 12,004 99 | 1,200 00 | 10,804 99 |
| 40 | Virginia and Southwestern Ry. Co. | 525,698 73 | 13,420 50 | 512,278 23 |
| 41 | Virginian Ry. Co., The | 1,391,646 66 | 52,148 25 | 1,339,498 41 |
| 42 | f Virginian Terminal Ry. Co., The | | | |
| 43 | Washington Southern Ry. Co. | 855,945 64 | 8,160 00 | 847,785 64 |
| 44 | Winchester and Potomac R. R. Co. | 20,402 49 | | 20,402 49 |
| 45 | Winchester and Strasburg R. R. Co. | 40,501 82 | | 40,501 82 |
| | Total | \$26,477,438 38 | \$343,437 28 | \$26,134,001 10 |

aIncluded with Southern Railway Company.

bIncluded with Chesapeake Western Railway.

cIncluded with Washington Southern Railway.

dIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

eNo record.

fIncluded with The Virginian Railway Company.

COMPENSATION—CONTINUED.

| DISTRIBUTION OF FOREGOING | | | | | | Total (Including General Officers) Entire Line | Number |
|-----------------------------------|--------------------------|------------------|-------------------------|------------------|--------------------|--|--------|
| Maintenance of Way and Structures | Maintenance of Equipment | Traffic Expenses | Transportation Expenses | General Expenses | Outside Operations | | |
| \$ 98,986 87 | \$ 106,884 28 | \$ 12,801 10 | \$ 635,015 63 | \$ 27,461 93 | ----- | \$ 13,622,425 42 | 1 |
| 14,659 70 | 2,520 30 | ----- | 10,475 00 | 2,700 00 | ----- | 39,354 18 | 2 |
| 1,147 47 | ----- | ----- | 1,805 00 | 540 00 | ----- | 3,492 47 | 3 |
| 3,915 55 | ----- | ----- | 4,495 89 | ----- | ----- | 8,411 44 | 4 |
| 20,984 50 | 29,352 35 | 12,050 67 | 81,015 66 | 17,097 50 | ----- | 649,674 14 | 5 |
| 579,802 15 | 1,406,754 32 | 73,756 64 | 2,484,872 63 | 216,876 06 | \$142,911 64 | 14,677,779 70 | 6 |
| 9,935 50 | 3,106 72 | 2,490 00 | 13,371 76 | 2,706 40 | ----- | 31,610 38 | 7 |
| 6,437 38 | ----- | ----- | 9,351 76 | ----- | ----- | 155,569 82 | 8 |
| 27,080 12 | 15,345 91 | ----- | 47,961 67 | 13,476 55 | ----- | 114,365 91 | 9 |
| 814 43 | ----- | ----- | 10,568 15 | ----- | ----- | 179,086 40 | 10 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 11 |
| 19,291 23 | 2,810 29 | 60 00 | 54,913 93 | 10,135 56 | ----- | 87,211 01 | 12 |
| 844 20 | 3,420 00 | ----- | 3,778 81 | 1,925 00 | ----- | 19,114 98 | 13 |
| 44,161 74 | 3,187 26 | ----- | 134,600 40 | 2,299 80 | ----- | 27,439,715 98 | 14 |
| 7,034 56 | ----- | ----- | 9,651 47 | 1,800 00 | ----- | 18,486 03 | 15 |
| 4,082 56 | ----- | ----- | 7,709 15 | 1,599 96 | ----- | 13,391 67 | 16 |
| 5,999 12 | 420 00 | ----- | 3,380 17 | 360 00 | ----- | 10,139 29 | 17 |
| 102,838 04 | 130,999 66 | 22,057 77 | 553,505 02 | 44,617 75 | ----- | 1,343,950 33 | 18 |
| 23,459 92 | 7,571 62 | ----- | 87,978 13 | 7,141 60 | ----- | 131,151 27 | 19 |
| 23,030 41 | 23,877 28 | 3,851 54 | 90,730 83 | 11,143 19 | ----- | 1,127,884 42 | 20 |
| ----- | ----- | ----- | 23,957 69 | 900 00 | ----- | 24,857 69 | 21 |
| 2,159,334 50 | 3,234,246 55 | 147,728 58 | 4,199,773 30 | 370,148 06 | 23,967 28 | 19,092,319 04 | 22 |
| 7,814 76 | 3,260 95 | ----- | 8,149 21 | 6,199 97 | ----- | 25,424 89 | 23 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 24 |
| 197,678 55 | 223,994 73 | 18,163 86 | 679,194 57 | 54,408 11 | ----- | 1,173,439 82 | 25 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 26 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 27 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 28 |
| 476 12 | 748 81 | ----- | 11,081 50 | ----- | ----- | 12,306 43 | 29 |
| 90,004 86 | 105,323 34 | 20,612 89 | 231,066 25 | 17,224 17 | 2,005 26 | 8,974,939 78 | 30 |
| 527,749 12 | 794,905 10 | 162 00 | 2,109,784 27 | 2,859 85 | 444,444 52 | 28,377,349 84 | 31 |
| 29,938 06 | 13,597 92 | ----- | 33,892 03 | 9,000 00 | ----- | 86,428 01 | 32 |
| 17,220 63 | 5,921 10 | 1,200 00 | 20,755 00 | 7,182 00 | ----- | 52,378 73 | 33 |
| 49,800 70 | 3,648 37 | ----- | 65,168 18 | ----- | ----- | 118,607 25 | 34 |
| 11,565 32 | 1,061 97 | 250 00 | 13,558 93 | 6,731 77 | ----- | 33,167 99 | 35 |
| 1,401 55 | ----- | ----- | 6,338 64 | 900 00 | ----- | 8,640 19 | 36 |
| 4,643 19 | ----- | ----- | 6,161 80 | 1,200 00 | ----- | 12,004 99 | 37 |
| 106,982 52 | 119,993 78 | 14,380 00 | 258,406 43 | 23,936 00 | ----- | 612,615 67 | 38 |
| 276,296 84 | 466,346 09 | 19,963 35 | 561,904 61 | 52,293 16 | 14,842 61 | 2,092,745 68 | 39 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 40 |
| 105,089 30 | 237,347 13 | 7,701 45 | 477,374 08 | 28,433 68 | ----- | 856,655 64 | 41 |
| 8,397 57 | 36 01 | ----- | 11,968 91 | ----- | ----- | 68,127 07 | 42 |
| 12,129 46 | 755 52 | ----- | 27,616 84 | ----- | ----- | 40,501 82 | 43 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | 44 |
| \$4,609,998 50 | \$6,947,437 36 | \$357,229 85 | \$12,991,303 30 | \$943,298 06 | \$628,171 31 | \$121,335,225 51 | 45 |

TABLE No. 12—CONTINUED—AVER

| Number | NAME OF COMPANY | General Officers | Other Officers | General Office Clerks | Station Agents | Other Stationmen |
|--------|---|------------------|----------------|-----------------------|----------------|------------------|
| 1 | Atlantic Coast Line R. R. Co..... | | \$ 8 94 | | \$ 2 89 | \$ 1 59 |
| 2 | a Atlantic and Danville Ry. Co., The..... | | | | | |
| 3 | Big Sandy and Cumberland R. R. Co..... | | 4 41 | | | 1 92 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | | | \$ 1 48 | | |
| 5 | Cape Charles R. R. Co..... | | | | 1 20 | 1 13 |
| 6 | Carolina, Clinchfield and Ohio Ry..... | \$ 16 79 | 7 25 | 2 24 | 1 73 | 1 43 |
| 7 | Chesapeake and Ohio Ry. Co., The..... | 19 40 | 6 54 | 2 16 | 2 17 | 1 53 |
| 8 | b Chesapeake and Western R. R. Co..... | | | | | |
| 9 | Chesapeake Western Ry..... | | 4 87 | 1 60 | .92 | .43 |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | | | | 3 10 | 1 16 |
| 11 | Danville and Western Ry. Co..... | 3 98 | 2 23 | 2 06 | 1 34 | 1 29 |
| 12 | Delaware, Maryland and Virginia R. R. Co..... | | | | 2 11 | 1 66 |
| 13 | a Franklin and Pittsylvania R. R. Co..... | | | | | |
| 14 | Interstate R. R. Co..... | 3 71 | 3 91 | 1 15 | 2 66 | 1 27 |
| 15 | Laurel Ry. Co..... | 4 81 | | 1 36 | 1 92 | |
| 16 | Louisville and Nashville R. R. Co..... | | 1 37 | | 1 99 | 1 30 |
| 17 | Marion and Rye Valley Ry. Co..... | 2 47 | | | 1 22 | 2 47 |
| 18 | Nelson and Albemarle Ry. Co..... | 5 11 | | | 3 04 | 1 12 |
| 19 | New River, Holston and Western R. R. Co..... | 3 65 | | 1 00 | | |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 11 37 | 20 19 | 2 31 | 1 96 | 1 65 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co..... | 2 47 | 13 15 | 2 34 | | |
| 22 | Norfolk Southern R. R. Co..... | 14 05 | 5 19 | 2 16 | 1 50 | 1 60 |
| 23 | Norfolk Terminal Ry. Co..... | 1 23 | | | 4 11 | 1 56 |
| 24 | Norfolk and Western Ry. Co..... | 43 14 | 11 88 | 2 50 | 2 66 | 1 61 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co..... | 5 20 | | .97 | 1 22 | 1 60 |
| 26 | c Potomac R. R. Co..... | | | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co..... | 14 78 | 6 82 | 2 35 | 2 75 | 1 65 |
| 28 | d Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co..... | | | | | |
| 29 | e Richmond and Mecklenburg R. R. Co..... | | | | | |
| 30 | f Rearing Fork R. R. Co..... | | | | | |
| 31 | Rosslyn Connecting R. R. Co..... | | | | 7 07 | 2 16 |
| 32 | Seaboard Air Line Ry..... | 21 10 | 8 13 | 2 73 | 2 06 | 1 66 |
| 33 | Southern Ry. Co..... | | 3 32 | | 2 15 | 1 47 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | 12 50 | | 2 50 | 1 38 | 1 50 |
| 35 | Tidewater and Western R. R. Co..... | 3 64 | 3 87 | 1 60 | 1 31 | 1 33 |
| 36 | Valley Railroad Company of Virginia..... | | 4 40 | | 1 60 | 1 23 |
| 37 | Virginia-Carolina Ry. Co..... | 10 52 | 3 27 | 1 26 | 1 06 | |
| 38 | Virginia and Kentucky Ry. Co..... | 2 46 | | | 2 46 | 1 50 |
| 39 | Virginia Southern R. R. Co..... | 1 64 | | | 1 64 | |
| 40 | Virginia and Southwestern Ry. Co..... | 7 35 | 4 68 | 2 28 | 1 98 | 1 53 |
| 41 | Virginian Ry. Co., The..... | 13 35 | 8 34 | 2 59 | 2 33 | 1 90 |
| 42 | g Virginian Terminal Ry. Co., The..... | | | | | |
| 43 | Washington Southern Ry. Co..... | 15 20 | 5 93 | 2 36 | 3 24 | 1 83 |
| 44 | Winchester and Potomac R. R. Co..... | | | | 1 73 | 1 05 |
| 45 | Winchester and Strasburg R. R. Co..... | | 4 80 | | 1 43 | 1 45 |
| | Total..... | \$ 10 93 | \$ 6 10 | \$ 2 39 | \$ 2 22 | \$ 1 55 |

aIncluded with Southern Railway Company.

bIncluded with Chesapeake Western Railway.

cIncluded with Washington Southern Railway.

dIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

eNo record.

fIncluded with The Virginian Railway Company.

AGE WAGES PAID PER DAY.

| Enginemen | Firemen | Conductors | Other Trainmen | Machinists | Carpenters | Other Shopmen | Section Foremen | Other Trackmen | Number |
|-----------|---------|------------|----------------|------------|------------|---------------|-----------------|----------------|--------|
| \$ 6 18 | \$ 2 79 | \$ 4 90 | \$ 2 54 | \$ 3 16 | \$ 2 35 | \$ 1 87 | \$ 1 98 | \$ 1 14 | 1 |
| 3 23 | 2 43 | 3 00 | 2 00 | | | | | 1 51 | 2 |
| 1 99 | 1 32 | | 1 64 | | | | 1 64 | 1 10 | 3 |
| 6 58 | 3 92 | 4 69 | 3 89 | | | | 1 92 | 1 28 | 4 |
| 6 08 | 3 46 | 4 50 | 2 87 | 3 65 | 2 61 | 2 85 | 2 01 | 1 65 | 5 |
| 5 69 | 3 14 | 4 06 | 2 88 | 2 95 | 2 80 | 2 78 | 2 09 | 1 44 | 6 |
| | | | | | | | | | 7 |
| 3 34 | 1 85 | 2 90 | 1 81 | 2 97 | 1 51 | 1 26 | 1 16 | 1 14 | 8 |
| 5 77 | 2 93 | 4 18 | 2 53 | | | | 2 55 | 1 65 | 9 |
| 4 27 | 2 26 | 3 26 | 1 81 | 2 32 | 2 11 | 1 68 | 1 66 | 1 02 | 10 |
| | | | | | 2 70 | | 1 87 | 1 59 | 11 |
| | | | | | | | | | 12 |
| 4 00 | 2 30 | 3 80 | 2 30 | | 1 50 | | 2 11 | 1 25 | 13 |
| 2 69 | 1 48 | 1 99 | 1 25 | 3 25 | | 1 98 | 1 50 | 1 10 | 14 |
| 7 14 | 3 92 | 4 70 | 3 05 | | 1 82 | 1 70 | 1 91 | 1 32 | 15 |
| 3 00 | 1 85 | 2 25 | 1 52 | | | | 1 53 | 1 22 | 16 |
| 3 48 | 2 01 | 2 80 | 1 69 | | | | 1 85 | 1 17 | 17 |
| 2 60 | 1 60 | 2 00 | 1 38 | | | 1 34 | 2 23 | 1 31 | 18 |
| 4 97 | 2 85 | 3 76 | 2 72 | 3 09 | 2 67 | 1 97 | 2 33 | 1 32 | 19 |
| 4 26 | 2 53 | 3 55 | 2 66 | 3 61 | 2 69 | | 2 38 | 1 40 | 20 |
| 4 07 | 1 76 | 3 76 | 1 77 | 3 54 | 2 09 | 1 93 | 1 95 | 1 12 | 21 |
| | | | | | | | | | 22 |
| 5 14 | 3 01 | 3 98 | 2 48 | 4 37 | 2 71 | 2 40 | 2 18 | 1 68 | 23 |
| 2 40 | 1 50 | 2 00 | 1 50 | 2 60 | 2 15 | 1 90 | 1 40 | 1 30 | 24 |
| | | | | | | | | | 25 |
| 7 24 | 4 06 | 5 19 | 3 27 | 3 88 | 2 54 | 2 58 | 1 93 | 1 38 | 26 |
| | | | | | | | | | 27 |
| | | | | | | | | | 28 |
| | | | | | | | | | 29 |
| | | | | | | | | | 30 |
| 4 35 | 2 81 | 3 77 | 3 49 | 2 83 | 2 61 | | 2 78 | 1 71 | 31 |
| 6 45 | 2 56 | 5 43 | 2 26 | 3 12 | 2 86 | 1 79 | 2 43 | 1 16 | 32 |
| 5 63 | 3 05 | 4 58 | 2 54 | 3 20 | 2 50 | 2 28 | 2 09 | 1 13 | 33 |
| 3 35 | 2 20 | 2 80 | 1 38 | 2 60 | 2 25 | 1 60 | 1 85 | 1 25 | 34 |
| 3 00 | 1 44 | 2 01 | 1 15 | 2 63 | 2 08 | 1 75 | 1 52 | 1 00 | 35 |
| 5 71 | 3 29 | 5 02 | 3 32 | 3 22 | 2 06 | 2 50 | 1 99 | 1 33 | 36 |
| 3 22 | 1 86 | 2 92 | 1 63 | | | 1 76 | 1 69 | 1 19 | 37 |
| 2 51 | 1 64 | 2 46 | 1 64 | | | | 1 65 | 1 50 | 38 |
| 3 00 | 1 84 | 2 28 | 1 50 | | | | 1 53 | 1 26 | 39 |
| 5 25 | 2 90 | 4 55 | 2 80 | 3 80 | 2 49 | 1 90 | 2 03 | 1 10 | 40 |
| 5 92 | 3 34 | 4 40 | 2 81 | 3 94 | 2 35 | 2 33 | 2 14 | 1 42 | 41 |
| | | | | | | | | | 42 |
| 5 86 | 3 38 | 4 74 | 3 34 | 3 22 | 2 74 | 2 55 | 1 94 | 1 39 | 43 |
| 5 54 | 3 09 | 5 20 | 3 28 | | 2 06 | | 2 17 | 1 55 | 44 |
| 5 38 | 3 09 | 5 51 | 2 98 | | 2 07 | 2 03 | 2 21 | 1 50 | 45 |
| \$ 5 45 | \$ 3 06 | \$ 4 23 | \$ 2 65 | \$ 3 55 | \$ 2 71 | \$ 2 37 | \$ 2 10 | \$ 1 44 | |

Increases over 1912:

| | |
|-----------------------|----------|
| Other officers..... | 37 cents |
| Station agents..... | 12 cents |
| Other stationmen..... | 6 cents |
| Enginemen..... | 36 cents |
| Firemen..... | 25 cents |
| Conductors..... | 36 cents |
| Other trainmen..... | 21 cents |
| Machinists..... | 18 cents |
| Carpenters..... | 12 cents |
| Other shopmen..... | 14 cents |
| Section foremen..... | 11 cents |

TABLE No. 12—AVERAGE WAGES

| Number | NAME OF COMPANY | Switchmen, Firemen and Watchmen | Telegraph Operators and Dispatchers | Employees Float- ing Equipment | Other Employees and Laborers | Total (Including General Officers) Virginia |
|--------|--|---------------------------------------|---|-----------------------------------|---------------------------------|---|
| 1 | Atlantic Coast Line R. R. Co. | \$ 83 | \$ 2 49 | \$ 2 01 | \$ 2 19 | \$ 2 04 |
| 2 | Atlantic and Danville Ry. Co., The | | | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | | | | 1 35 | 1 86 |
| 4 | Big Stone Gap and Pcwel's Valley R. R. Co. | | | | | 1 30 |
| 5 | Cape Charles R. R. Co. | | | | | 1 71 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 1 98 | 3 07 | | 2 39 | 2 97 |
| 7 | Chesapeake and Ohio Ry. Co., The | 1 52 | 2 83 | 2 20 | 2 16 | 2 54 |
| 8 | Chesapeake and Western R. R. Co. | | | | | |
| 9 | Chesapeake Western Ry. | 65 | 2 52 | | 33 | 1 46 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 1 15 | 1 64 | | | 1 91 |
| 11 | Danville and Western Ry. Co. | 1 26 | 97 | | 1 28 | 1 68 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | | | 2 17 | 1 70 | 1 87 |
| 13 | Franklin and Pittsylvania R. R. Co. | | | | | |
| 14 | Interstate R. R. Co. | | 1 70 | | 2 19 | 2 06 |
| 15 | Laurel Ry. Co. | 2 37 | | | | 2 10 |
| 16 | Louisville and Nashville R. R. Co. | | 1 86 | | 1 79 | 2 45 |
| 17 | Marion and Rye Valley Ry. Co. | 2 10 | | | 49 | 1 59 |
| 18 | Nelson and Albemarle Ry. Co. | | | | | 2 08 |
| 19 | New River, Holston and Western R. R. Co. | | | | 1 28 | 1 76 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 1 48 | 2 37 | 1 52 | 2 34 | 2 02 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 1 85 | 4 78 | | 2 18 | 2 40 |
| 22 | Norfolk Southern R. R. Co. | 1 46 | 2 77 | 1 94 | 1 47 | 1 95 |
| 23 | Norfolk Terminal Ry. Co. | 1 81 | | | | 1 62 |
| 24 | Norfolk and Western Ry. Co. | 1 67 | 2 45 | | 2 02 | 2 50 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 1 40 | | | 1 30 | 1 84 |
| 26 | Potomac R. R. Co. | | | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 1 32 | 2 37 | | 1 79 | 2 47 |
| 28 | Richmond, Fredericksburg and Potomac and Rich- mond and Petersburg R. R. Connection Co. | | | | | |
| 29 | Richmond and Mecklenburg R. R. Co. | | | | | |
| 30 | Roaring Fork R. R. Co. | | | | | |
| 31 | Roeslyn Connecting R. R. Co. | | 2 57 | | 1 47 | 2 45 |
| 32 | Seaboard Air Line Ry. | 1 21 | 2 43 | 1 88 | 2 61 | 2 13 |
| 33 | Southern Ry. Co. | 1 08 | 2 46 | 2 06 | 1 29 | 2 11 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 1 50 | | | 1 40 | 1 83 |
| 35 | Tidewater and Western R. R. Co. | 91 | 2 59 | | 1 02 | 1 56 |
| 36 | Valley Railroad Company of Virginia | 1 14 | 2 27 | | 1 52 | 1 94 |
| 37 | Virginia-Carolina Ry. Co. | | | | 51 | 2 12 |
| 38 | Virginia and Kentucky Ry. Co. | 1 30 | | | | 1 92 |
| 39 | Virginia Southern R. R. Co. | 1 00 | | | | 1 54 |
| 40 | Virginia and Southwestern Ry. Co. | | 2 34 | | 1 95 | 2 25 |
| 41 | Virginian Ry. Co., The | 1 69 | 2 54 | | 2 28 | 2 50 |
| 42 | Virginian Terminal Ry. Co., The | | | | | |
| 43 | Washington Southern Ry. Co. | 1 40 | 2 42 | | 2 10 | 2 50 |
| 44 | Winchester and Potomac R. R. Co. | | | | 1 42 | 2 14 |
| 45 | Winchester and Strasburg R. R. Co. | 1 19 | 2 61 | | 1 32 | 2 11 |
| | Total | \$ 1 36 | \$ 2 51 | \$ 1 73 | \$ 1 86 | \$ 2 37 |

a, b, c, d, e, f, see page 955.

PAID PER DAY—CONTINUED.

| Less "General Officers" | Total (Excluding General Officers) Virginia | DISTRIBUTION OF FOREGOING | | | | | | Total (Including General Officers) Entire Line | Number |
|-------------------------|---|-----------------------------------|--------------------------|------------------|-------------------------|------------------|--------------------|--|--------|
| | | Maintenance of Way and Structures | Maintenance of Equipment | Traffic Expenses | Transportation Expenses | General Expenses | Outside Operations | | |
| | \$ 2 04 | \$ 1 10 | \$ 2 05 | \$ 3 34 | \$ 2 29 | \$ 6 72 | | \$ 2 06 | 1 |
| | 1 86 | 1 45 | 1 55 | | 2 65 | 4 41 | | 1 62 | 3 |
| | 1 50 | 1 33 | | | 1 64 | 1 48 | | 1 50 | 4 |
| | 1 71 | 1 36 | | | 2 20 | | | 1 71 | 5 |
| \$ 16 79 | 2 80 | 1 83 | 3 06 | 4 69 | 3 30 | 2 95 | | 2 80 | 6 |
| 19 40 | 2 52 | 1 78 | 2 71 | 3 35 | 2 70 | 3 32 | \$ 1 77 | 2 50 | 7 |
| | 1 46 | 1 13 | 1 43 | 3 41 | 1 47 | 3 29 | | 1 46 | 9 |
| | 1 91 | 1 94 | | | 1 89 | | | 2 33 | 10 |
| 3 98 | 1 61 | 1 24 | 2 07 | | 1 73 | 2 87 | | 1 63 | 11 |
| | 1 87 | 2 17 | | | 1 85 | | | 2 20 | 12 |
| | 1 98 | 1 42 | 2 19 | 19 | 2 40 | 2 31 | | 2 06 | 14 |
| 4 81 | 1 91 | 1 29 | 2 22 | | 1 95 | 3 08 | | 1 84 | 15 |
| | 2 45 | 1 45 | 1 61 | | 3 20 | 3 15 | | 2 30 | 16 |
| 2 47 | 1 53 | 1 28 | | | 1 60 | 2 47 | | 1 59 | 17 |
| 5 11 | 1 94 | 1 32 | | | 2 58 | 5 11 | | 2 09 | 18 |
| 3 65 | 1 54 | 1 65 | 1 34 | | 2 23 | 1 20 | | 1 76 | 19 |
| 11 37 | 2 02 | 1 66 | 2 11 | 2 82 | 2 02 | 2 66 | | 2 03 | 20 |
| 2 47 | 2 40 | 1 51 | 3 16 | | 2 89 | 2 45 | | 2 40 | 21 |
| 14 06 | 1 89 | 1 45 | 2 24 | 3 02 | 1 95 | 2 92 | | 1 95 | 22 |
| 1 23 | 2 64 | | | | 1 64 | 1 23 | | 1 62 | 23 |
| 43 14 | 2 48 | 1 86 | 2 64 | 2 63 | 2 83 | 3 23 | 1 88 | 2 55 | 24 |
| 5 20 | 1 52 | 1 32 | 2 25 | | 1 54 | 5 20 | | 1 84 | 25 |
| 14 78 | 2 44 | 1 64 | 2 32 | 3 30 | 2 88 | 3 41 | | 2 47 | 27 |
| | | | | | | | | | 28 |
| | | | | | | | | | 29 |
| | | | | | | | | | 30 |
| | 2 45 | 1 80 | 2 80 | | 2 47 | | | 2 45 | 31 |
| 21 10 | 2 10 | 1 39 | 2 04 | 3 92 | 2 54 | 4 14 | | 2 14 | 32 |
| | 2 11 | 1 48 | 2 40 | 44 | 2 49 | 2 72 | 1 59 | 2 16 | 33 |
| 12 50 | 1 70 | 1 31 | 2 11 | | 2 00 | 7 50 | | 1 83 | 34 |
| 3 64 | 1 46 | 1 19 | 2 07 | 3 83 | 1 57 | 2 89 | | 1 56 | 35 |
| | 1 94 | 1 55 | 1 87 | | 2 43 | | | 1 94 | 36 |
| 10 52 | 1 43 | 1 38 | 1 75 | 6 25 | 2 93 | 3 85 | | 2 12 | 37 |
| 2 46 | 1 87 | 1 58 | | | 1 97 | 2 46 | | 1 92 | 38 |
| 1 64 | 1 55 | 1 31 | | | 1 81 | 1 64 | | 1 56 | 39 |
| 7 35 | 2 24 | 1 54 | 2 00 | 2 87 | 2 96 | 3 06 | | 2 19 | 40 |
| 13 35 | 2 42 | 1 64 | 2 55 | 3 57 | 3 22 | 3 23 | 1 63 | 2 51 | 41 |
| | | | | | | | | | 42 |
| 15 20 | 2 48 | 1 67 | 2 43 | 3 17 | 2 78 | 3 56 | | 2 50 | 43 |
| | 2 14 | 1 75 | 1 20 | | 2 54 | | | 2 45 | 44 |
| | 2 11 | 1 74 | 2 39 | | 2 32 | | | 2 11 | 45 |
| \$ 10 93 | \$ 2 34 | \$ 1 69 | \$ 2 54 | \$ 3 00 | \$ 2 64 | \$ 3 23 | \$ 1 54 | \$ 2 23 | |

Increases over 1912—Continued:

| | |
|---|----------|
| Other trackmen..... | 6 cents |
| Switchmen, flagmen and watchmen..... | 2 cents |
| Telegraph operators and dispatchers..... | 18 cents |
| Employees—Floating equipment..... | 2 cents |
| Other employees and laborers..... | 18 cents |
| Average daily compensation in Virginia..... | 13 cents |
| Average daily compensation—Entire line..... | 6 cents |

Decreases from 1912:

| | |
|----------------------------|----------|
| General officers..... | 76 cents |
| General office clerks..... | 6 cents |

TABLE No. 13—TRAFFIC AND MILEAGE

| Number | NAME OF COMPANY | Passengers Carried Earning Revenue | Passengers Carried One Mile |
|--------|--|---|-----------------------------------|
| | | Number | Number |
| 1 | Atlantic Coast Line R. R. Co. | 782,524 | 27,160,072 |
| 2 | a Atlantic and Danville Ry. Co., The | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 10,124 | 108,880 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 45,552 | 45,552 |
| 5 | Cape Charles R. R. Co. | 19,613 | 107,313 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 116,113 | 1,952,806 |
| 7 | Chesapeake and Ohio Ry. Co., The | 1,887,750 | 101,545,399 |
| 8 | b Chesapeake and Western R. R. Co. | | |
| 9 | Chesapeake Western Ry. | 66,705 | 891,681 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 72,522 | 597,967 |
| 11 | Danville and Western Ry. Co. | 121,783 | 2,349,882 |
| 12 | d Delaware, Maryland and Virginia R. R. Co. | | |
| 13 | a Franklin and Pittsylvania R. R. Co. | | |
| 14 | Interstate R. R. Co. | 98,824 | 641,410 |
| 15 | Laurel Ry. Co. | 2,797 | 27,970 |
| 16 | Louisville and Nashville R. R. Co. | 213,997 | 3,786,532 |
| 17 | Marion and Rye Valley Ry. Co. | 10,540 | 158,765 |
| 18 | Nelson and Albemarle Ry. Co. | 67,593 | 362,027 |
| 19 | New River, Holston and Western R. R. Co. | 11,659 | 114,869 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 502,811 | 14,504,185 |
| 21 | e Norfolk and Portsmouth Belt Line R. R. Co. | | |
| 22 | Norfolk Southern R. R. Co. | 167,410 | 4,961,512 |
| 23 | f Norfolk Terminal Ry. Co. | | |
| 24 | Norfolk and Western Ry. Co. | 3,677,376 | 137,531,994 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 20,761 | 306,004 |
| 26 | g Potomac R. R. Co. | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 955,795 | 43,843,719 |
| 28 | h Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | |
| 29 | a Richmond and Mecklenburg R. R. Co. | | |
| 30 | i Roaring Fork R. R. Co. | | |
| 31 | e Rosslyn Connecting R. R. Co. | | |
| 32 | Seaboard Air Line Ry. | 252,813 | 12,179,862 |
| 33 | Southern Ry. Co. | 2,715,886 | 141,704,706 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 18,914 | 184,411 |
| 35 | Tidewater and Western R. R. Co. | 26,609 | 432,940 |
| 36 | Valley Railroad Company of Virginia | 147,863 | 2,871,164 |
| 37 | Virginia-Carolina Ry. Co. | 38,738 | 537,219 |
| 38 | Virginia and Kentucky Ry. Co. | 16,223 | 77,870 |
| 39 | Virginia Southern R. R. Co. | 12,179 | 89,674 |
| 40 | Virginia and Southwestern Ry. Co. | 190,537 | 4,154,510 |
| 41 | Virginian Ry. Co., The | 339,420 | 8,949,267 |
| 42 | k Virginian Terminal Ry. Co., The | | |
| 43 | Washington Southern Ry. Co. | 660,811 | 17,938,135 |
| 44 | Winchester and Potomac R. R. Co. | 60,276 | 619,924 |
| 45 | Winchester and Strasburg R. R. Co. | 61,205 | 901,776 |
| | Total | 13,393,723 | 531,641,307 |

aIncluded with Southern Railway Company.

bIncluded with Chesapeake Western Railway.

dNo record kept.

eSwitching service only.

fNot an operating company.

gIncluded with Washington Southern Railway Company.

hIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

kIncluded with The Virginian Railway Company.

STATISTICS—STATE OF VIRGINIA—PASSENGER.

| Passengers Carried One Mile Per Mile of Road | Average Distance Carried | Average Amount Received From Each Passenger | Average Receipts Per Passenger Per Mile | Passenger Service Train Revenue Per Mile of Road | Passenger Service Train Revenue Per Train Mile | Number |
|---|--------------------------------|---|--|--|--|--------|
| Number | Miles | | | | | |
| 193,544 | 34.71 | C. M. \$ 74.504 | C. M. \$ 02.147 | \$ 4,879 65 | C. M. \$ 1.53.807 | 1 |
| 6,599 | 10.75 | 42.944 | 03.993 | 272 62 | 42.945 | 2 |
| 10,122 | 1.00 | 10.000 | 10.000 | 1,163 11 | 59.749 | 3 |
| 8,796 | 5.47 | 22.231 | 04.063 | 443 61 | 35.503 | 4 |
| 26,791 | 16.82 | 45.320 | 02.695 | 825 26 | 60.223 | 5 |
| 129,937 | 53.79 | 1.13.720 | 02.114 | 3,341 24 | 1.30.525 | 6 |
| 21,753 | 13.35 | 36.080 | 02.699 | 715 70 | 37.784 | 7 |
| 65,130 | 8.24 | 17.591 | 02.134 | 1,692 49 | 72.841 | 8 |
| 31,178 | 19.30 | 53.867 | 02.792 | 1,007 69 | 59.953 | 9 |
| 18,320 | 6.49 | 26.243 | 04.043 | 816 77 | 85.333 | 10 |
| 1,554 | 10.00 | 40.149 | 04.015 | 291 51 | 25.059 | 11 |
| 46,661 | 17.69 | 48.575 | 02.745 | 1,491 03 | 1.05.334 | 12 |
| 8,772 | 15.06 | 43.997 | 02.921 | 311 85 | 50.299 | 13 |
| 21,523 | 5.35 | 09.257 | 01.728 | 422 89 | 16.251 | 14 |
| 5,576 | 9.86 | 34.201 | 03.471 | 236 59 | 27.962 | 15 |
| 152,676 | 28.85 | 63.157 | 02.189 | 4,431 43 | 2.58.112 | 16 |
| 66,127 | 29.64 | 57.693 | 01.946 | 1,550 12 | 97.019 | 17 |
| 119,121 | 37.40 | 81.893 | 02.190 | 3,125 24 | 1.37.112 | 18 |
| 8,192 | 14.84 | 50.072 | 03.375 | 322 45 | 46.617 | 19 |
| 500,042 | 45.87 | 1.06.467 | 02.321 | 15,015 22 | 1.72.332 | 20 |
| | | | | | | 21 |
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| | | | | | | 31 |
| 77,332 | 48.17 | 1.05.852 | 02.197 | 2,793 39 | 1.18.794 | 32 |
| 156,604 | 52.18 | 1.09.920 | 02.107 | 4,103 17 | J. 24.916 | 33 |
| 6,563 | 9.75 | 30.107 | 03.088 | 233 26 | 19.803 | 34 |
| 4,678 | 16.27 | 51.407 | 03.159 | 202 48 | 31.356 | 35 |
| 46,220 | 19.42 | 51.294 | 02.642 | 1,411 60 | 82.607 | 36 |
| 17,967 | 13.87 | 42.093 | 03.035 | 602 96 | 55.462 | 37 |
| 16,223 | 4.80 | 29.652 | 06.177 | 1,244 48 | 54.552 | 38 |
| 7,473 | 7.36 | 22.785 | 03.095 | 275 51 | 44.437 | 39 |
| 30,708 | 21.80 | 61.301 | 02.811 | 1,020 58 | 1.16.398 | 40 |
| 27,480 | 26.37 | 50.302 | 01.908 | 651 36 | 52.042 | 41 |
| 558,086 | 27.15 | 66.141 | 02.437 | 18,791 71 | 2.02.409 | 42 |
| 55,252 | 10.28 | 23.976 | 02.526 | 1,648 44 | 70.967 | 43 |
| 47,462 | 14.73 | 38.018 | 02.580 | 1,471 22 | 89.901 | 44 |
| 2,494,462 | 39.69 | \$ 86.855 | \$ 02.189 | \$ 3,127 60 | \$ 1.28.568 | 45 |

Increases over 1912:

Passengers carried earning revenue..... 312,762 or 2.39 per cent.
 Passengers carried one mile..... 26,205,338
 Passengers carried one mile per mile of road..... 106,127
 Average distance carried 1.06 miles.
 Average amount received from each passenger, .03.373 cents.
 Average receipts per passenger per mile, .028 mills.
 Passenger service train revenue per mile of road, \$226.69.
 Passenger service train revenue per train mile, .06,778 cents.

TABLE No. 13—TRAFFIC AND MILEAGE STATISTICS

| Number | NAME OF COMPANY | Tons of Freight Carried Earning Revenue |
|--------|--|---|
| | | Number |
| 1 | Atlantic Coast Line R. R. Co. | 3,532,415 |
| 2 | a Atlantic and Danville Ry. Co., The | |
| 3 | Big Sandy and Cumberland R. R. Co. | 63,000 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 13,680 |
| 5 | Cape Charles R. R. Co. | 29,173 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 2,130,796 |
| 7 | Chesapeake and Ohio Ry. Co., The | 10,669,669 |
| 8 | c Chesapeake and Western R. R. Co. | |
| 9 | Chesapeake Western Ry. | 75,660 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 36,123 |
| 11 | Danville and Western Ry. Co. | 164,077 |
| 12 | * Delaware, Maryland and Virginia R. R. Co. | |
| 13 | a Franklin and Pittsylvania R. R. Co. | |
| 14 | Interstate R. R. Co. | 534,980 |
| 15 | Laurel Ry. Co. | 25,033 |
| 16 | Louisville and Nashville R. R. Co. | 1,469,877 |
| 17 | Marion and Rye Valley Ry. Co. | 139,771 |
| 18 | Neilson and Albemarle Ry. Co. | 63,931 |
| 19 | New River, Holston and Western R. R. Co. | 15,962 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 3,424,018 |
| 21 | e Norfolk and Portsmouth Belt Line R. R. Co. | |
| 22 | Norfolk Southern R. R. Co. | 215,335 |
| 23 | f Norfolk Terminal Ry. Co. | |
| 24 | Norfolk and Western Ry. Co. | 16,854,568 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 69,210 |
| 26 | g Potomac R. R. Co. | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 2,436,194 |
| 28 | h Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | |
| 29 | a Richmond and Mecklenburg R. R. Co. | |
| 30 | b Roaring Fork R. R. Co. | |
| 31 | c Rosslyn Connecting R. R. Co. | |
| 32 | Seaboard Air Line Ry. | 2,819,579 |
| 33 | Southern Ry. Co. | 5,015,660 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 149,364 |
| 35 | Tidewater and Western R. R. Co. | 90,430 |
| 36 | Valley Railroad Company of Virginia. | 220,657 |
| 37 | Virginia-Carolina Ry. Co. | 119,015 |
| 38 | Virginia and Kentucky Ry. Co. | 41,697 |
| 39 | Virginia Southern R. R. Co. | 97,678 |
| 40 | Virginia and Southwestern Ry. Co. | 2,110,010 |
| 41 | Virginian Ry. Co., The | 2,924,673 |
| 42 | k Virginian Terminal Ry. Co., The | |
| 43 | Washington Southern Ry. Co. | 2,353,243 |
| 44 | Winchester and Potomac R. R. Co. | 357,311 |
| 45 | Winchester and Strasburg R. R. Co. | 342,464 |
| | Total | 53,595,497 |

*No record kept.

a Included with Southern Railway Company.

c Included with Chesapeake Western Railway.

e Switching service only.

f Not an operating company.

g Included with Washington Southern Railway Company.

h Included with Richmond, Fredericksburg and Potomac Railroad Company.

k Included with The Virginian Railway Company.

—STATE OF VIRGINIA—CONTINUED—FREIGHT.

| Tons of Intrastate Freight Carried Earning Revenue | Tons Carried One Mile | Tons Carried One Mile (Intrastate) | Tons Carried One Mile Per Mile of Road | Tons Carried One Mile (Intrastate) Per Mile of Road | Number |
|--|--------------------------|--|--|--|--------|
| Number | Number | Number | Number | Number | |
| • | 158,041,530 | • | 1,126,213 | • | 1 |
| 43,503 | 836,742 | 577,719 | 45,229 | 31,228 | 2 |
| • | 27,320 | • | 6,071 | • | 3 |
| • | 236,764 | • | 19,407 | • | 4 |
| 61,688 | 93,478,197 | 1,928,587 | 1,282,473 | 26,459 | 5 |
| 1,308,602 | 2,536,215,250 | 77,686,401 | 3,245,317 | 99,406 | 6 |
| • | 1,532,478 | • | 37,414 | • | 7 |
| 592 | 304,740 | 3,650 | 33,196 | 398 | 8 |
| • | 6,102,702 | • | 80,970 | • | 9 |
| • | 4,821,551 | • | 137,719 | • | 10 |
| 12,487 | 62,580 | 12,487 | 14,000 | 2,793 | 11 |
| 66,477 | 83,049,243 | 893,582 | 1,023,404 | 11,011 | 12 |
| • | 1,931,271 | • | 106,700 | • | 13 |
| • | 590,601 | • | 35,113 | • | 14 |
| 5,906 | 261,466 | 83,042 | 12,207 | 4,031 | 15 |
| • | 287,224,143 | • | 3,023,412 | • | 16 |
| • | 18,841,308 | • | 25,112 | • | 17 |
| 2,024,053 | 3,906,120,502 | 147,510,326 | 3,383,211 | 127,763 | 18 |
| • | 1,384,200 | • | 36,814 | • | 19 |
| • | 167,521,317 | • | 1,910,599 | • | 20 |
| • | • | • | • | • | 21 |
| • | • | • | • | • | 22 |
| • | • | • | • | • | 23 |
| • | • | • | • | • | 24 |
| • | • | • | • | • | 25 |
| • | • | • | • | • | 26 |
| • | • | • | • | • | 27 |
| • | • | • | • | • | 28 |
| • | • | • | • | • | 29 |
| • | • | • | • | • | 30 |
| • | • | • | • | • | 31 |
| • | 150,678,466 | • | 956,689 | • | 32 |
| • | 505,748,849 | • | 558,925 | • | 33 |
| • | 1,645,204 | • | 58,548 | • | 34 |
| • | 2,446,817 | • | 26,440 | • | 35 |
| • | 5,684,320 | • | 91,505 | • | 36 |
| 31,407 | 2,145,832 | 473,951 | 71,767 | 15,851 | 37 |
| • | 200,145 | • | 41,697 | • | 38 |
| • | 1,116,034 | • | 93,003 | • | 39 |
| 172,495 | 113,013,311 | 8,916,920 | 835,341 | 65,910 | 40 |
| • | 1,032,786,743 | • | 3,096,441 | • | 41 |
| • | • | • | • | • | 42 |
| • | 64,157,720 | • | 1,996,195 | • | 43 |
| • | 3,774,250 | • | 336,386 | • | 44 |
| • | 5,315,210 | • | 279,748 | • | 45 |
| 3,727,210 | 9,157,286,806 | 238,085,665 | 24,027,266 | 384,850 | |

TABLE No. 13—TRAFFIC AND MILEAGE STATISTICS

| Number | NAME OF COMPANY | Average Distance Haul of One Ton | Average Distance Haul of One Ton (Intrastate) |
|--------|---|--|--|
| | | Miles | Miles |
| 1 | Atlantic Coast Line R. R. Co. | 44.74 | • |
| 2 | a Atlantic and Danville Ry. Co., The | • | • |
| 3 | Big Sandy and Cumberland R. R. Co. | 13.28 | 13.28 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 2.00 | • |
| 5 | Cape Charles R. R. Co. | 8.12 | • |
| 6 | Carolina, Clinchfield and Ohio Ry. | 44.08 | 31.26 |
| 7 | Chesapeake and Ohio Ry. Co., The | 237.70 | 59.37 |
| 8 | c Chesapeake and Western R. R. Co. | • | • |
| 9 | Chesapeake Western Ry. | 20.25 | • |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 8.44 | 6.17 |
| 11 | Danville and Western Ry. Co. | 37.19 | • |
| 12 | b Delaware, Maryland and Virginia R. R. Co. | • | • |
| 13 | a Franklin and Pittsylvania R. R. Co. | • | • |
| 14 | Interstate R. R. Co. | 9.01 | • |
| 15 | Laurel Ry. Co. | 2.50 | 1.00 |
| 16 | Louisville and Nashville R. R. Co. | 56.50 | 13.44 |
| 17 | Marion and Ry Valley Ry. Co. | 13.82 | • |
| 18 | Nelson and Albemarle Ry. Co. | 9.24 | • |
| 19 | New River, Holston and Western R. R. Co. | 15.75 | 14.06 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 83.89 | • |
| 21 | e Norfolk and Portsmouth Belt Line R. R. Co. | • | • |
| 22 | Norfolk Southern R. R. Co. | 87.50 | • |
| 23 | f Norfolk Terminal Ry. Co. | • | • |
| 24 | Norfolk and Western Ry. Co. | 231.75 | 72.88 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 20.00 | • |
| 26 | g Potomac R. R. Co. | • | • |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 68.76 | • |
| 28 | h Richmond, Fredericksburg and Potomac and Richmond | • | • |
| 29 | and Petersburg R. R. Connection Co. | • | • |
| 30 | i Richmond and Mecklenburg R. R. Co. | • | • |
| 31 | b Roaring Fork R. R. Co. | • | • |
| 32 | e Roselyn Connecting R. R. Co. | • | • |
| 33 | Seaboard Air Line Ry. | 63.44 | • |
| 34 | Southern Ry. Co. | 100.83 | • |
| 35 | Surry, Sussex and Southampton Ry. Co. | 11.00 | • |
| 36 | Tidewater and Western R. R. Co. | 27.04 | • |
| 37 | Valley Railroad Company of Virginia. | 25.76 | • |
| 38 | Virginia-Carolina Ry. Co. | 18.03 | 15.09 |
| 39 | Virginia and Kentucky Ry. Co. | 4.80 | • |
| 40 | Virginia Southern R. R. Co. | 11.42 | • |
| 41 | Virginia and Southwestern Ry. Co. | 53.56 | 51.69 |
| 42 | Virginian Ry. Co., The | 353.13 | • |
| 43 | k Virginian Terminal Ry. Co., The | • | • |
| 44 | Washington Southern Ry. Co. | 27.26 | • |
| 45 | Winchester and Potomac R. R. Co. | 10.56 | • |
| 46 | Winchester and Strasburg R. R. Co. | 15.52 | • |
| | Total | 156.28 | 63.88 |

Increases over 1912:

| | | |
|---|-------------|--------------------|
| Tons of freight carried earning revenue. | 4,712,510 | or 8.75 per cent. |
| Tons of intrastate freight carried earning revenue. | 341,272 | or 10.08 per cent. |
| Tons carried one mile. | 610,030,547 | |
| Tons carried one mile, intrastate. | 47,149,015 | |
| Tons carried one mile per mile of road. | 20,653 | |
| Tons carried one mile intrastate per mile of road. | 20,653 | |
| Average distance haul of one ton, intrastate, 7.49 miles. | | |
| Average amount received for each ton of intrastate freight, .01238. | | |
| Average receipts per ton, per mile. .005 mills. | | |
| Freight revenue per mile of road, \$976.13. | | |
| Freight revenue per train mile, 14.794 cents. | | |

*No record kept

—STATE OF VIRGINIA—FREIGHT—CONTINUED.

| Average Amount Received for Each Ton of Freight | Average Amount Received for Each Ton of Intrastate Freight | Average Receipts Per Ton Per Mile | Average Receipts Per Ton Per Mile (Intrastate) | Freight Revenue Per Mile of Road | Freight Revenue Per Train Mile | Number |
|---|--|-----------------------------------|--|----------------------------------|--------------------------------|--------|
| C. M. | C. M. | C. M. | C. M. | | C. M. | |
| \$ 63.204 | | \$ 01.412 | | \$ 15,909 95 | \$ 5.09.833 | 1 |
| 73.504 | \$ 1.06.446 | 05.534 | \$ 08.016 | 2,503 10 | 2.27.265 | 2 |
| 10.000 | " | 05.000 | " | 303 55 | 1.16.552 | 3 |
| 1.02.456 | " | 12.624 | " | 2,449 96 | 3.55.531 | 4 |
| 27.357 | 49.132 | 00.621 | 01.572 | 7,959 82 | 5.98.608 | 5 |
| 87.604 | 73.307 | 00.369 | 01.235 | 11,960 38 | 3.14.306 | 6 |
| 69.322 | " | 03.422 | " | 1,280 50 | 2.08.181 | 7 |
| 31.924 | 93.025 | 03.784 | 15.088 | 1,256 18 | 1.69.087 | 8 |
| 1.35.897 | " | 03.654 | " | 2,958 42 | 2.11.314 | 9 |
| 15.429 | " | 01.712 | " | 2,357 50 | 2.27.366 | 10 |
| 42.916 | 20.321 | 17.166 | 20.321 | 2,403 32 | 1.04.941 | 11 |
| 26.923 | 67.117 | 00.477 | 04.993 | 4,876 56 | 97.238 | 12 |
| 51.359 | " | 03.717 | " | 3,966 05 | 3.20.471 | 13 |
| 72.894 | " | 07.891 | " | 2,770 62 | 1.81.372 | 14 |
| 99.922 | 72.420 | 06.343 | 05.150 | 774 25 | 91.506 | 15 |
| 56.810 | " | 00.677 | " | 20,475 57 | 5.48.910 | 16 |
| 1.38.592 | " | 01.584 | " | 3,977 56 | 2.96.654 | 17 |
| 1.06.284 | 87.811 | 00.459 | 01.205 | 15,515 59 | 3.04.830 | 18 |
| 89.122 | " | 04.456 | " | 1,640 46 | 1.63.724 | 19 |
| 65.183 | " | 00.948 | " | 18,111 23 | 2.72.310 | 20 |
| | | | | | | 21 |
| | | | | | | 22 |
| | | | | | | 23 |
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| | | | | | | 30 |
| | | | | | | 31 |
| 61.354 | " | 01.148 | " | 10,983 56 | 3.72.476 | 32 |
| 1.16.332 | " | 01.153 | " | 6,448 37 | 2.64.397 | 33 |
| 85.758 | " | 07.796 | " | 4,564 52 | 2.48.813 | 34 |
| 89.599 | " | 03.313 | " | 876 05 | 1.17.390 | 35 |
| 51.144 | " | 01.985 | " | 1,816 69 | 2.47.245 | 36 |
| 85.760 | 71.785 | 04.757 | 04.757 | 3,413 63 | 3.29.070 | 37 |
| 16.531 | " | 02.066 | " | 1,436 03 | 87.253 | 38 |
| 41.202 | " | 03.606 | " | 3,353 75 | 2.70.464 | 39 |
| 42.084 | 80.496 | 00.786 | 01.557 | 6,563 46 | 3.31.392 | 40 |
| 1.21.317 | " | 00.343 | " | 10,637 84 | 4.58.464 | 41 |
| 20.316 | " | 00.746 | " | 14,875 42 | 2.29.002 | 42 |
| 14.131 | " | 01.338 | " | 4,500 09 | 2.10.379 | 43 |
| 27.141 | " | 01.749 | " | 4,891 92 | 2.58.897 | 44 |
| \$ 82.000 | \$ 81.204 | \$ 00.525 | \$ 01.271 | \$ 10,435 22 | \$ 3.13.029 | 45 |

Decreases from 1912:

Average distance haul of one ton, 2.35 miles.

Average amount received for each ton of freight, .546 mills.

Average receipts per ton per mile, intrastate, .147 mills.

TABLE No. 13—TRAFFIC AND MILEAGE STATISTICS—STATE

| Number | NAME OF COMPANY | Operating Revenues Per Train Mile | Operating Expenses Per Train Mile | Net Operating Revenue (or Deficit) Per Mile of Road |
|--------|---|--------------------------------------|--------------------------------------|--|
| | | C. M. | C. M. | |
| 1 | Atlantic Coast Line R. R. Co. | \$ 3.37.458 | \$ 2.31.389 | \$ 4,675 15 |
| 2 | a Atlantic and Danville Ry. Co., The | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 2.27.549 | 1.72.073 | 676 72 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 66.411 | 56.032 | 229 08 |
| 5 | Cape Charles R. R. Co. | 2.216.78 | 1.06.984 | 1,510 48 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 4.16.811 | 1.78.098 | 5,118 01 |
| 7 | Chesapeake and Ohio Ry. Co., The | 2.49.702 | 1.65.020 | 5,304 98 |
| 8 | c Chesapeake and Western R. R. Co. | | | |
| 9 | Chesapeake Western Ry. | 1.06.856 | 75.445 | 576 93 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 99.138 | 1.32.574 | Def. 1,026 03 |
| 11 | Danville and Western Ry. Co. | 1.83.827 | 1.06.170 | 1,667 50 |
| 12 | b Delaware, Maryland and Virginia R. R. Co. | | | |
| 13 | a Franklin and Pittsylvania R. R. Co. | | | |
| 14 | Interstate R. R. Co. | 1.64.763 | 1.75.450 | Def. 213 59 |
| 15 | Laurel Ry. Co. | 1.17.670 | 78.889 | 888 15 |
| 16 | Louisville and Nashville R. R. Co. | 1.05.928 | 1.30.084 | Def. 1,479 18 |
| 17 | Marion and Rye Valley Ry. Co. | 3.59.828 | 2.24.511 | 1,674 64 |
| 18 | Nelson and Albemarle Ry. Co. | 1.24.489 | 55.979 | 1,782 75 |
| 19 | New River, Holston and Western R. R. Co. | 1.20.327 | 93.061 | 230 78 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 4.78.452 | 3.52.354 | 6,673 34 |
| 21 | e Norfolk and Portsmouth Belt Line R. R. Co. | | | |
| 22 | Norfolk Southern R. R. Co. | 2.41.760 | 1.56.807 | 2,019 71 |
| 23 | f Norfolk Terminal Ry. Co. | | | |
| 24 | Norfolk and Western Ry. Co. | 2.60.220 | 1.69.276 | 6,603 31 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 1.96.171 | 1.01.841 | 945 15 |
| 26 | g Potomac R. R. Co. | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 2.20.051 | 1.34.316 | 13,191 27 |
| 28 | h Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | | |
| 29 | a Richmond and Mecklenburg R. R. Co. | | | |
| 30 | b Roaring Fork R. R. Co. | | | |
| 31 | e Rosslyn Connecting R. R. Co. | | | |
| 32 | Seaboard Air Line Ry. | 2.77.481 | 1.82.927 | 4,904 18 |
| 33 | Southern Ry. Co. | 1.92.345 | 1.30.419 | 3,463 94 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 2.65.692 | 2.89.743 | Def. 441 23 |
| 35 | Tidewater and Western R. R. Co. | 1.19.985 | 1.01.358 | 178 72 |
| 36 | Valley Railroad Company of Virginia. | 1.65.527 | 2.04.850 | Def. 786 42 |
| 37 | Virginia-Carolina Ry. Co. | 3.65.694 | 1.65.564 | 2,202 03 |
| 38 | Virginia and Kentucky Ry. Co. | 84.647 | 87.365 | Def. 86 08 |
| 39 | Virginia Southern R. R. Co. | 2.92.682 | 1.50.021 | 1,769 00 |
| 40 | Virginia and Southwestern Ry. Co. | 2.67.145 | 1.98.271 | 1,970 81 |
| 41 | Virginian Ry. Co., The | 3.20.355 | 1.90.574 | 4,641 26 |
| 42 | k Virginian Terminal Ry. Co., The | | | |
| 43 | Washington Southern Ry. Co. | 2.39.390 | 1.41.915 | 15,396 51 |
| 44 | Winchester and Potomac R. R. Co. | 1.49.716 | 1.25.600 | 1,000 38 |
| 45 | Winchester and Strasburg R. R. Co. | 1.97.860 | 1.44.068 | 1,734 44 |
| | Total | \$ 2.48.461 | \$ 1.64.831 | \$ 4,651 35 |

aIncluded with Southern Railway Company.

cIncluded with Chesapeake Western Railway.

bNo record kept.

eSwitching service only.

fNot an operating company.

gIncluded with Washington Southern Railway Company.

hIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

kIncluded with The Virginian Railway Company.

OF VIRGINIA—CONTINUED—TOTAL AND MISCELLANEOUS.

| Average Number of Passengers Per Car Mile | Average Number of Passengers Per Train Mile | Average Number of Passenger Cars Per Train Mile | Average Number of Tons of Freight Per Loaded Car Mile | Average Number of Tons of Freight Per Train Mile | Average Number of Freight Cars Per Train Mile | Average Number of Loaded Cars Per Train Mile | Average Number of Empty Cars Per Train Mile | Number |
|---|---|---|---|--|---|--|---|--------|
| 9 | 61 | 6.53 | 13.57 | 360.89 | 36.55 | 36.58 | 8.99 | 1 |
| 9 | 5 | 1.00 | 18.72 | 41.06 | 4.39 | 2.19 | 2.19 | 2 |
| 5 | 5 | 1.00 | 23.31 | 23.31 | 2.00 | 1.00 | 1.00 | 3 |
| 6 | 7 | 2.08 | 16.78 | 28.16 | 3.10 | 1.68 | 1.42 | 4 |
| 12 | 20 | 2.48 | 39.55 | 964.47 | 43.85 | 24.39 | 18.89 | 5 |
| 10 | 51 | 4.99 | 30.38 | 852.84 | 43.75 | 28.07 | 14.69 | 6 |
| 6 | 11 | 2.14 | 12.99 | 60.83 | 6.38 | 4.68 | 1.70 | 7 |
| 12 | 28 | 3.72 | 7.41 | 44.66 | 8.79 | 6.03 | 1.77 | 8 |
| 8 | 19 | 2.33 | 12.87 | 57.84 | 6.31 | 4.49 | 1.45 | 9 |
| 10 | 19 | 1.94 | 17.95 | 132.82 | 14.38 | 7.40 | 6.98 | 10 |
| 5 | 5 | 1.00 | 2.23 | 6.11 | 5.77 | 2.73 | 2.73 | 11 |
| 11 | 33 | 4.08 | 18.06 | 204.06 | 17.90 | 11.30 | 5.87 | 12 |
| 14 | 14 | 1.00 | 16.84 | 86.23 | 8.55 | 5.12 | 3.43 | 13 |
| 8 | 8 | 1.05 | 28.30 | 32.67 | 1.46 | .81 | .65 | 14 |
| 7 | 7 | 1.00 | 8.22 | 14.43 | 2.46 | 1.76 | .70 | 15 |
| 20 | 89 | 6.11 | 28.81 | 810.52 | 40.35 | 28.14 | 11.21 | 16 |
| 10 | 41 | 4.01 | 14.21 | 187.29 | 17.41 | 13.18 | 3.71 | 17 |
| 14 | 52 | 5.77 | 27.34 | 664.69 | 38.33 | 24.31 | 13.03 | 18 |
| 12 | 12 | 1.00 | 10.76 | 36.74 | 5.92 | 3.42 | 2.51 | 19 |
| 13 | 57 | 6.69 | 15.63 | 287.26 | 27.54 | 18.38 | 8.10 | 20 |
| | | | | | | | | 21 |
| | | | | | | | | 22 |
| | | | | | | | | 23 |
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| | | | | | | | | 30 |
| | | | | | | | | 31 |
| 9 | 33 | 5.82 | 15.19 | 324.43 | 29.65 | 21.36 | 7.28 | 32 |
| 13 | 47 | 5.62 | 13.10 | 229.17 | 23.70 | 17.49 | 5.25 | 33 |
| 6 | 6 | 1.00 | 3.57 | 31.91 | 17.86 | 8.93 | 8.93 | 34 |
| 5 | 7 | 1.94 | 8.85 | 35.43 | 7.07 | 4.00 | 2.67 | 35 |
| 15 | 27 | 3.25 | 14.32 | 124.54 | 10.81 | 8.69 | 2.05 | 36 |
| 12 | 17 | 1.38 | 18.04 | 69.18 | 5.54 | 3.83 | 1.68 | 37 |
| 7 | 7 | 1.00 | 29.39 | 25.33 | 1.36 | .86 | .49 | 38 |
| 12 | 12 | 1.00 | 14.59 | 75.00 | 8.51 | 5.14 | 3.37 | 39 |
| 14 | 35 | 3.44 | 36.35 | 421.77 | 22.52 | 11.60 | 9.96 | 40 |
| 8 | 21 | 4.69 | 37.42 | 1,334.49 | 67.93 | 35.66 | 31.26 | 41 |
| 14 | 60 | 6.62 | 16.25 | 307.31 | 27.17 | 18.91 | 7.26 | 42 |
| 8 | 24 | 3.75 | 12.77 | 157.26 | 17.64 | 12.32 | 4.68 | 43 |
| 9 | 29 | 3.86 | 13.99 | 148.05 | 14.83 | 10.58 | 3.64 | 44 |
| †12 | 47 | 5.36 | 25.91 | 596.58 | 35.87 | 23.03 | 11.90 | 45 |

Increases over 1912:

| | |
|---|---------------|
| Operating revenue per train mile..... | 14.213 cents. |
| Operating expenses per train mile..... | 14.928 cents. |
| Net operating revenue per mile of road, \$108.96. | |
| Average number of passengers per train mile..... | 2 |
| Average number of passenger cars per train mile..... | .15 |
| Average number of tons of freight per train mile..... | 23.47 |
| Average number of freight cars per train mile..... | .90 |
| Average number of loaded cars per train mile..... | 1.13 |
| †Same as 1912. | |

Decreases from 1912:

| | |
|--|-----|
| Average number of tons of freight per loaded car mile..... | .26 |
| Average number of empty cars per train mile..... | .23 |

TABLE No. 13—TRAFFIC AND MILEAGE STATISTICS—STATE OF

| Number | NAME OF COMPANY | LOCOMOTIVE | | | |
|--------|---|------------|------------|---------|---------|
| | | Freight | Passenger | Mixed | Special |
| 1 | Atlantic Coast Line R. R. Co..... | 437,166 | 425,008 | ----- | ----- |
| 2 | a Atlantic and Danville Ry. Co., The..... | ----- | ----- | ----- | ----- |
| 3 | Big Sandy and Cumberland R. R. Co..... | 8,632 | ----- | 11,744 | 2,191 |
| 4 | c Big Stone Gap and Powell's Valley R. R. Co..... | 1,172 | 8,760 | ----- | ----- |
| 5 | Cape Charles R. R. Co..... | 1,404 | 7,660 | 7,584 | ----- |
| 6 | Carolina, Clinchfield and Ohio Ry..... | 56,847 | 59,070 | 40,878 | 296 |
| 7 | Chesapeake and Ohio Ry. Co., The..... | 3,198,955 | 2,189,632 | 93,292 | 15,232 |
| 8 | c Chesapeake and Western R. R. Co..... | ----- | ----- | ----- | ----- |
| 9 | Chesapeake Western Ry..... | 122 | 52,512 | 25,632 | ----- |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | 6,820 | 21,330 | ----- | 20 |
| 11 | Danville and Western Ry. Co..... | 47,607 | 60,222 | 84,414 | ----- |
| 12 | b Delaware, Maryland and Virginia R. R. Co..... | ----- | ----- | ----- | ----- |
| 13 | a Franklin and Pittsylvania R. R. Co..... | ----- | ----- | ----- | ----- |
| 14 | Interstate R. R. Co..... | 21,578 | 33,510 | ----- | ----- |
| 15 | Laurel Ry. Co..... | 5,037 | ----- | 5,200 | ----- |
| 16 | Louisville and Nashville R. R. Co..... | 388,150 | 95,981 | 18,889 | 16 |
| 17 | Marion and Rye Valley Ry. Co..... | 11,178 | ----- | 11,222 | ----- |
| 18 | Nelson and Albemarle Ry. Co..... | ----- | 18,075 | 25,694 | ----- |
| 19 | New River, Holston and Western R. R. Co..... | ----- | ----- | 17,430 | ----- |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 364,147 | 167,319 | ----- | 354 |
| 21 | e Norfolk and Portsmouth Belt Line R. R. Co..... | ----- | ----- | ----- | ----- |
| 22 | Norfolk Southern R. R. Co..... | 57,776 | 75,881 | 45,370 | 3,175 |
| 23 | f Norfolk Terminal Ry. Co..... | ----- | ----- | ----- | ----- |
| 24 | Norfolk and Western Ry. Co..... | 9,015,792 | 2,606,144 | 137,387 | 12,786 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co..... | 11,666 | ----- | 26,008 | ----- |
| 26 | g Potomac R. R. Co..... | ----- | ----- | ----- | ----- |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co..... | 612,887 | 781,272 | ----- | 2,060 |
| 28 | h Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co..... | ----- | ----- | ----- | ----- |
| 29 | a Richmond and Mecklenburg R. R. Co..... | ----- | ----- | ----- | ----- |
| 30 | b Roaring Fork R. R. Co..... | ----- | ----- | ----- | ----- |
| 31 | c Rosslyn Connecting R. R. Co..... | ----- | ----- | ----- | ----- |
| 32 | Seaboard Air Line Ry..... | 486,357 | 355,134 | 21,324 | 2,634 |
| 33 | Southern Ry. Co..... | 2,235,096 | 2,903,470 | 126,816 | 7,991 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | 18,450 | ----- | 33,100 | ----- |
| 35 | Tidewater and Western R. R. Co..... | 29,418 | 19,731 | 40,026 | ----- |
| 36 | Valley Railroad Company of Virginia..... | 22,398 | 82,535 | 27,544 | 296 |
| 37 | Virginia-Carolina Ry. Co..... | 393 | 1,882 | 30,918 | ----- |
| 38 | Virginia and Kentucky Ry. Co..... | 4,250 | 7,300 | 3,650 | ----- |
| 39 | Virginia Southern R. R. Co..... | 7,440 | ----- | 7,440 | ----- |
| 40 | Virginia and Southwestern Ry. Co..... | 452,665 | 122,949 | ----- | 603 |
| 41 | Virginian Ry. Co., The..... | 824,616 | 432,951 | ----- | 1,339 |
| 42 | h Virginian Terminal Ry. Co., The..... | ----- | ----- | ----- | ----- |
| 43 | Washington Southern Ry. Co..... | 226,548 | 307,594 | ----- | 1,120 |
| 44 | Winchester and Potomac R. R. Co..... | 21,673 | 22,655 | 3,621 | 102 |
| 45 | Winchester and Strasburg R. R. Co..... | 33,787 | 26,770 | 5,906 | 186 |
| | Total..... | 18,610,027 | 10,885,347 | 851,089 | 51,222 |

aIncluded with Southern Railway Company.

cIncluded with Chesapeake Western Railway.

bNo record kept.

eSwitching service only.

fNot an operating company.

gIncluded with Washington Southern Railway Company.

hIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

AIncluded with The Virginian Railway Company.

VIRGINIA—CONTINUED—LOCOMOTIVE, CAR AND TRAIN MILEAGE.

| MILEAGE | | | CAR MILEAGE | | | | | Number |
|-----------|--------------------------|---------------------|-------------------|-------------|------------|-------------|----|--------|
| Switching | Total in Revenue Service | Non-Revenue Service | FREIGHT CAR MILES | | | | | |
| | | | Loaded | Empty | Caboose | Total | | |
| 408,336 | 1,270,510 | 41,952 | 11,641,358 | 3,937,290 | 429,152 | 16,007,800 | 1 | |
| | 22,567 | | 44,696 | 44,696 | | 89,392 | 2 | |
| | 9,932 | | 1,172 | 1,172 | | 2,344 | 3 | |
| 1,056 | 17,704 | 52 | 14,107 | 11,956 | | 26,063 | 4 | |
| 42,049 | 199,140 | 5,279 | 2,363,500 | 1,830,459 | 56,095 | 4,250,054 | 5 | |
| 1,256,268 | 6,753,379 | 114,018 | 83,479,986 | 43,696,223 | 2,938,558 | 130,114,767 | 6 | |
| | | | | | | | 7 | |
| 1,400 | 79,666 | 5,002 | 118,013 | 42,915 | | 160,928 | 8 | |
| | 28,170 | 290 | 41,112 | 12,063 | 6,800 | 59,975 | 9 | |
| 8,953 | 201,196 | 6,841 | 474,252 | 153,181 | 37,987 | 665,420 | 10 | |
| | | | | | | | 11 | |
| | | | | | | | 12 | |
| 43,250 | 98,338 | 115 | 268,568 | 253,384 | | 521,952 | 13 | |
| | 10,237 | | 28,000 | 28,000 | 3,100 | 59,100 | 14 | |
| | 503,036 | 3,035 | 4,599,759 | 2,389,317 | 294,507 | 7,283,583 | 15 | |
| | 22,400 | | 114,710 | 76,848 | | 191,558 | 16 | |
| 5,476 | 49,245 | 3,100 | 20,869 | 16,768 | | 37,637 | 17 | |
| | 17,430 | | 30,609 | 12,246 | | 42,855 | 18 | |
| 230,160 | 761,980 | 35,186 | 9,970,573 | 3,971,627 | 358,042 | 14,300,242 | 19 | |
| | | | | | | | 20 | |
| 43,932 | 226,134 | 9,158 | 1,325,528 | 373,380 | 52,684 | 1,751,592 | 21 | |
| | | | | | | | 22 | |
| 1,563,978 | 13,336,087 | 281,124 | 142,894,655 | 76,555,595 | 5,794,703 | 225,244,953 | 23 | |
| 3,800 | 41,474 | | 128,680 | 94,520 | | 223,200 | 24 | |
| | | | | | | | 25 | |
| 353,142 | 1,749,331 | 67,973 | 10,719,692 | 4,725,087 | 619,388 | 16,064,167 | 26 | |
| | | | | | | | 27 | |
| | | | | | | | 28 | |
| | | | | | | | 29 | |
| | | | | | | | 30 | |
| 186,099 | 1,051,848 | 52,768 | 9,921,231 | 3,380,655 | 466,745 | 13,768,631 | 31 | |
| 1,019,274 | 6,292,647 | 237,891 | 38,594,033 | 11,604,257 | 2,118,759 | 52,317,049 | 32 | |
| 500 | 52,050 | | 460,300 | 460,300 | | 920,600 | 33 | |
| 43,041 | 132,216 | 5,254 | 276,403 | 183,628 | 28,186 | 488,217 | 34 | |
| 25,756 | 158,531 | 12,166 | 396,844 | 93,639 | 3,075 | 493,558 | 35 | |
| | 33,193 | | 118,935 | 52,045 | 757 | 171,737 | 36 | |
| | 15,200 | | 6,810 | 3,905 | | 10,716 | 37 | |
| | 14,890 | | 76,516 | 50,131 | | 126,647 | 38 | |
| 108,743 | 684,960 | 21,258 | 3,108,809 | 2,669,615 | 255,947 | 6,034,371 | 39 | |
| 192,149 | 1,451,655 | 76,892 | 27,600,960 | 24,197,895 | 774,368 | 52,573,223 | 40 | |
| | | | | | | | 41 | |
| | | | | | | | 42 | |
| 381,678 | 916,940 | 88,910 | 3,948,587 | 1,516,348 | 208,208 | 5,673,143 | 43 | |
| 2,428 | 50,479 | 1,233 | 295,613 | 112,368 | 15,343 | 423,324 | 44 | |
| 1,966 | 68,615 | 863 | 379,841 | 130,845 | 21,585 | 532,271 | 45 | |
| 5,923,434 | 36,321,220 | 1,070,350 | 353,464,721 | 182,682,358 | 14,483,989 | 550,631,068 | | |

Increases over 1912:

| | |
|---|------------|
| Locomotive mileage—Total in revenue service..... | 953,507 |
| Freight car miles—Loaded..... | 26,832,099 |
| Freight car miles—Empty..... | 1,798,939 |
| Freight car miles—Caboose..... | 370,572 |
| Passenger car miles—Passenger..... | 880,515 |
| Passenger car miles—Sleeping, parlor and observation..... | 868,828 |
| Passenger car miles—Other passenger train cars..... | 88,449 |

TABLE No. 13—TRAFFIC AND MILEAGE STATISTICS—STATE OF

| Number | NAME OF COMPANY | CAR MILEAGE | | | |
|--------|---|---------------------|---------------------------------------|-------------------------------------|------------|
| | | PASSENGER CAR MILES | | | |
| | | Passenger | Sleeping Parlor and Observation | Other Pas- senger- Train Cars | Total |
| 1 | Atlantic Coast Line R. R. Co. | 2,907,795 | | | 2,907,795 |
| 2 | a Atlantic and Danville Ry. Co. The | | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 11,744 | | | 11,744 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 8,760 | | | 8,760 |
| 5 | Cape Charles R. R. Co. | 16,707 | | 15,066 | 31,773 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 170,427 | | 77,511 | 247,938 |
| 7 | Chesapeake and Ohio Ry. Co. The | 9,980,794 | | | 9,980,794 |
| 8 | c Chesapeake and Western R. R. Co. | | | | |
| 9 | Chesapeake Western Ry. | 147,073 | | 19,040 | 166,113 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 50,600 | 20 | 28,750 | 79,370 |
| 11 | Danville and Western Ry. Co. | 294,838 | | | 294,838 |
| 12 | b Delaware, Maryland and Virginia R. R. Co. | | | | |
| 13 | a Franklin and Pittsylvania R. R. Co. | | | | |
| 14 | Interstate R. R. Co. | 64,846 | | | 64,846 |
| 15 | Laurel Ry. Co. | 5,300 | | | 5,300 |
| 16 | Louisville and Nashville R. R. Co. | 312,625 | 37,023 | 119,540 | 469,188 |
| 17 | Marion and Rye Valley Ry. Co. | 11,222 | | | 11,222 |
| 18 | Nelson and Albemarle Ry. Co. | 46,100 | | | 46,100 |
| 19 | New River, Holston and Western R. R. Co. | 17,430 | | | 17,430 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 535,229 | 178,877 | 282,639 | 996,745 |
| 21 | e Norfolk and Portsmouth Belt Line R. R. Co. | | | | |
| 22 | Norfolk Southern R. R. Co. | 412,441 | 68,258 | | 480,699 |
| 23 | f Norfolk Terminal Ry. Co. | | | | |
| 24 | Norfolk and Western Ry. Co. | 7,115,352 | 2,979,523 | 5,100,364 | 15,195,239 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 26,008 | | | 26,008 |
| 26 | g Potomac R. R. Co. | | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 1,619,581 | 1,720,945 | 1,772,337 | 5,112,863 |
| 28 | h Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | | | |
| 29 | a Richmond and Mecklenburg R. R. Co. | | | | |
| 30 | b Roaring Fork R. R. Co. | | | | |
| 31 | e Rosslyn Connecting R. R. Co. | | | | |
| 32 | Seaboard Air Line Ry. | 779,520 | 639,139 | 735,087 | 2,153,746 |
| 33 | Southern Ry. Co. | 6,585,551 | 4,676,069 | 5,451,216 | 16,712,836 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 33,100 | | | 33,100 |
| 35 | Tidewater and Western R. R. Co. | 83,587 | | 32,644 | 116,231 |
| 36 | Valley Railroad Company of Virginia | 188,650 | | 156,372 | 345,022 |
| 37 | Virginia-Carolina Ry. Co. | 44,809 | | | 44,809 |
| 38 | Virginia and Kentucky Ry. Co. | 10,950 | | | 10,950 |
| 39 | Virginia Southern R. R. Co. | 7,440 | | | 7,440 |
| 40 | Virginia and Southwestern Ry. Co. | 244,081 | 49,491 | 114,910 | 408,482 |
| 41 | Virginian Ry. Co. The | 1,000,168 | 178,975 | 779,264 | 1,958,407 |
| 42 | k Virginian Terminal Ry. Co. The | | | | |
| 43 | Washington Southern Ry. Co. | 595,535 | 691,393 | 686,993 | 1,973,921 |
| 44 | Winchester and Potomac R. R. Co. | 75,532 | 58 | 22,056 | 97,646 |
| 45 | Winchester and Strasburg R. R. Co. | 95,210 | 20 | 24,687 | 119,917 |
| | Total | 33,498,905 | 11,219,791 | 15,418,476 | 60,137,172 |

aIncluded with Southern Railway Company.

cIncluded with Chesapeake Western Railway.

bNo record kept.

eSwitching service only.

fNot an operating company.

gIncluded with Washington Southern Railway Company.

hIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

kIncluded with The Virginian Railway Company.

VIRGINIA—LOCOMOTIVE, CAR AND TRAIN MILEAGE—CONTINUED.

| CAR MILEAGE | | | | | | | | | | |
|--------------------|-------------------|---------|-----------|---------------------------------------|-------------------------------------|----------------------------|---|--|--------|--|
| SPECIAL CAR MILES | | | | | | | | | | |
| Freight— Loaded | Freight— Empty | Caboose | Passenger | Sleeping Parlor and Observation | Other Pas- senger— Train Cars | Total Special Car Miles | Total Car Miles in Revenue Service | Total Car Miles in Non-Rev- enue Ser- vice | Number | |
| | | | | | | | 18,915,595 | | 1 | |
| | | | | | | | 101,136 | | 2 | |
| | | | | | | | 11,104 | | 3 | |
| | | | | | | | 57,836 | 156 | 4 | |
| 228 | | | 3,212 | | 234 | 3,674 | 4,501,666 | 61,102 | 5 | |
| | | | 34,420 | | | 34,420 | 140,129,981 | 926,531 | 6 | |
| | | | | | | | 327,041 | 28,823 | 7 | |
| 180 | | 20 | | | | 200 | 139,545 | 5,897 | 8 | |
| | | | | | | | 960,258 | 17,698 | 9 | |
| | | | 72 | | | 72 | 586,870 | 7,905 | 10 | |
| | | | | | | | 64,300 | | 11 | |
| 161 | | 57 | 19 | | | 237 | 7,753,008 | 8,517 | 12 | |
| | | | | | | | 202,780 | | 13 | |
| | | | | | | | 83,737 | | 14 | |
| 3,406 | 112 | 242 | 1,298 | | | 5,068 | 60,285 | | 15 | |
| | | | | | | | 15,302,045 | 207,737 | 16 | |
| | | | 12,197 | | | 12,197 | | | 17 | |
| 32,756 | | 2,554 | 60,555 | | 16,383 | 112,248 | 2,244,498 | 54,463 | 18 | |
| | | | | | | | | | 19 | |
| | | | | | | | 249,208 | | 20 | |
| 16,342 | | 955 | 3,925 | 573 | 3,586 | 25,381 | 21,202,411 | 393,747 | 21 | |
| | | | | | | | | | 22 | |
| | | | | | | | | | 23 | |
| | | | | | | | | | 24 | |
| | | | | | | | | | 25 | |
| | | | | | | | | | 26 | |
| | | | | | | | | | 27 | |
| | | | | | | | | | 28 | |
| | | | | | | | | | 29 | |
| | | | | | | | | | 30 | |
| 10,914 | 215 | 761 | 9,245 | 1,741 | 2,325 | 25,201 | 15,947,578 | 328,836 | 31 | |
| 5,721 | | 592 | 40,983 | 1,206 | 7,221 | 55,723 | 69,085,608 | 847,308 | 32 | |
| | | | | | | | 953,700 | | 33 | |
| | | | | | | | 604,448 | 24,833 | 34 | |
| 772 | | 124 | 1,032 | | 52 | 1,980 | 840,560 | 78,823 | 35 | |
| | | | | | | | 216,546 | | 36 | |
| | | | | | | | 21,665 | | 37 | |
| | | | | | | | 134,087 | | 38 | |
| | 88 | 45 | 456 | | 186 | 775 | 6,443,628 | 123,306 | 39 | |
| 774 | | 200 | 6,784 | 387 | 1,232 | 9,377 | 54,541,007 | 404,936 | 40 | |
| | | | | | | | | | 41 | |
| 8,992 | | 308 | 652 | 221 | 1,138 | 8,311 | 7,655,375 | 155,374 | 42 | |
| 156 | | 12 | 433 | | 41 | 642 | 521,612 | 15,396 | 43 | |
| 314 | | 38 | 682 | | 78 | 1,112 | 653,300 | 6,940 | 44 | |
| | | | | | | | | | 45 | |
| 77,716 | 415 | 5,908 | 175,965 | 4,128 | 32,476 | 296,608 | 611,064,848 | 6,736,399 | | |

Increases over 1912:

| | |
|---|------------|
| Special car miles—Freight empty..... | 415 |
| Special car miles—Passenger..... | 1,629 |
| Special car miles—Other passenger train cars..... | 16,057 |
| Total car miles in revenue service..... | 30,821,360 |
| Freight train miles..... | 429,507 |
| Passenger train miles..... | 27,228 |
| Mixed train miles..... | 6,195 |
| Special train miles..... | 5,203 |
| Total revenue train mileage..... | 468,133 |

TABLE No. 13—TRAFFIC AND MILEAGE STATISTICS—STATE OF

| Number | NAME OF COMPANY | |
|--------|---|-------|
| | | |
| 1 | Atlantic Coast Line R. R. Co. | ..... |
| 2 | a Atlantic and Danville Ry. Co., The | ..... |
| 3 | Big Sandy and Cumberland R. R. Co. | ..... |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | ..... |
| 5 | Cape Charles R. R. Co. | ..... |
| 6 | Carolina, Clinchfield and Ohio Ry. | ..... |
| 7 | Chesapeake and Ohio Ry. Co., The | ..... |
| 8 | c Chesapeake and Western R. R. Co. | ..... |
| 9 | Chesapeake Western Ry. | ..... |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | ..... |
| 11 | Danville and Western Ry. Co. | ..... |
| 12 | b Delaware, Maryland and Virginia R. R. Co. | ..... |
| 13 | a Franklin and Pittsylvania R. R. Co. | ..... |
| 14 | Interstate R. R. Co. | ..... |
| 15 | Laurel Ry. Co. | ..... |
| 16 | Louisville and Nashville R. R. Co. | ..... |
| 17 | Marion and Rye Valley Ry. Co. | ..... |
| 18 | Nelson and Albemarle Ry. Co. | ..... |
| 19 | New River, Holston and Western R. R. Co. | ..... |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | ..... |
| 21 | e Norfolk and Portsmouth Belt Line R. R. Co. | ..... |
| 22 | Norfolk Southern R. R. Co. | ..... |
| 23 | f Norfolk Terminal Ry. Co. | ..... |
| 24 | Norfolk and Western Ry. Co. | ..... |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | ..... |
| 26 | g Potomac R. R. Co. | ..... |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | ..... |
| 28 | h Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | ..... |
| 29 | a Richmond and Mecklenburg R. R. Co. | ..... |
| 30 | b Roaring Fork R. R. Co. | ..... |
| 31 | e Rosslyn Connecting R. R. Co. | ..... |
| 32 | Seaboard Air Line Ry. | ..... |
| 33 | Southern Ry. Co. | ..... |
| 34 | Surry, Sussex and Southampton Ry. Co. | ..... |
| 35 | Tidewater and Western R. R. Co. | ..... |
| 36 | Valley Railroad Company of Virginia | ..... |
| 37 | Virginia-Carolina Ry. Co. | ..... |
| 38 | Virginia and Kentucky Ry. Co. | ..... |
| 39 | Virginia Southern R. R. Co. | ..... |
| 40 | Virginia and Southwestern Ry. Co. | ..... |
| 41 | Virginian Ry. Co., The | ..... |
| 42 | k Virginian Terminal Ry. Co., The | ..... |
| 43 | Washington Southern Ry. Co. | ..... |
| 44 | Winchester and Potomac R. R. Co. | ..... |
| 45 | Winchester and Strasburg R. R. Co. | ..... |
| | Total | ..... |

a, c, b, e, f, g, h, k, see page 970.

VIRGINIA—LOCOMOTIVE, CAR AND TRAIN MILEAGE—CONTINUED.

| TRAIN MILEAGE | | | | | | Number |
|------------------------|--------------------------|----------------------|------------------------|--------------------------------|---------------------------------------|--------|
| Freight Train Miles | Passenger Train Miles | Mixed Train Miles | Special Train Miles | Total Revenue Train Mileage | Non-Revenue Service Train Miles | |
| 437,916 | 445,208 | | | 883,124 | 37,757 | 1 |
| 8,632 | | 11,744 | 2,191 | 22,567 | | 2 |
| 1,172 | 8,760 | | | 9,932 | | 3 |
| 823 | 7,660 | 7,584 | | 16,067 | 52 | 4 |
| 56,095 | 59,056 | 40,827 | 296 | 156,274 | 5,279 | 5 |
| 2,880,568 | 1,907,234 | 93,292 | 15,232 | 4,896,326 | 114,018 | 6 |
| | | | | | | 7 |
| 122 | 52,512 | 25,072 | | 77,706 | 5,002 | 8 |
| 6,820 | 21,330 | | 20 | 28,170 | 280 | 9 |
| 37,099 | 58,262 | 68,420 | | 163,781 | 6,841 | 10 |
| | | | | | | 11 |
| | | | | | | 12 |
| 36,301 | 33,510 | | 100 | 69,911 | 275 | 13 |
| 5,037 | | 5,200 | | 10,237 | | 14 |
| 388,085 | 95,981 | 18,889 | 16 | 502,971 | 3,035 | 15 |
| 11,178 | | 11,222 | | 22,400 | | 16 |
| | 18,075 | 25,694 | | 43,769 | 3,100 | 17 |
| | | 17,430 | | 17,430 | | 18 |
| 354,371 | 163,102 | | 354 | 517,827 | 25,385 | 19 |
| | | | | | | 20 |
| 55,463 | 74,742 | 45,138 | 3,035 | 178,378 | 7,454 | 21 |
| | | | | | | 22 |
| 5,741,618 | 2,496,624 | 135,001 | 9,890 | 8,383,133 | 281,124 | 23 |
| 11,666 | | 26,008 | | 37,674 | | 24 |
| | | | | | | 25 |
| 583,155 | 763,950 | | 1,950 | 1,349,055 | 36,464 | 26 |
| | | | | | | 27 |
| | | | | | | 28 |
| | | | | | | 29 |
| | | | | | | 30 |
| | | | | | | 31 |
| 443,719 | 349,636 | 20,717 | 2,824 | 816,896 | 31,356 | 32 |
| 2,031,206 | 2,846,586 | 125,656 | 7,991 | 5,061,439 | 237,891 | 33 |
| 18,450 | | 33,100 | | 51,550 | | 34 |
| 29,034 | 19,731 | 40,026 | | 88,791 | 1,763 | 35 |
| 18,100 | 78,608 | 27,544 | 298 | 124,550 | 11,527 | 36 |
| 393 | 1,882 | 30,624 | | 32,899 | | 37 |
| 4,250 | 7,300 | 3,650 | | 15,200 | | 38 |
| 7,440 | | 7,410 | | 14,880 | | 39 |
| 267,952 | 118,622 | | 553 | 387,127 | 19,479 | 40 |
| 773,920 | 417,456 | | 1,440 | 1,192,816 | 73,310 | 41 |
| | | | | | | 42 |
| 208,774 | 298,389 | | 499 | 507,662 | 90,753 | 43 |
| 20,379 | 22,441 | 3,621 | 102 | 46,543 | 1,205 | 44 |
| 29,995 | 25,187 | 5,906 | 186 | 61,274 | 838 | 45 |
| 14,519,733 | 10,391,844 | 829,805 | 46,977 | 25,788,359 | 994,206 | |

Decreases from 1912:

| | |
|---|--------|
| Special car miles—Freight loaded..... | 12,990 |
| Special car miles—Caboose..... | 221 |
| Special car miles—Sleeping, parlor and observation..... | 2,932 |

TABLE No. 14—TRAFFIC AND MILEAGE

| Number | NAME OF COMPANY | Passengers Carried Earn- ing Revenue | Passengers Carried One Mile |
|--------|--|--|-----------------------------------|
| | | Number | Number |
| 1 | Atlantic Coast Line R. R. Co..... | 9,117,383 | 396,762,647 |
| 2 | Big Sandy and Cumberland R. R. Co..... | 14,667 | 157,743 |
| 3 | Carolina, Clinchfield and Ohio Ry..... | 354,638 | 8,201,290 |
| 4 | Chesapeake and Ohio Ry. Co., The..... | 5,859,447 | 267,044,323 |
| 5 | Cumberland Valley and Martinsburg R. R. Co..... | 248,002 | 3,107,701 |
| 6 | Danville and Western Ry. Co..... | 134,122 | 2,587,976 |
| 7 | Delaware, Maryland and Virginia R. R. Co..... | 340,858 | 6,073,497 |
| 8 | Laurel Ry. Co..... | 11,188 | 111,880 |
| 9 | Louisville and Nashville R. R. Co..... | 12,928,015 | 548,661,206 |
| 10 | New York, Philadelphia and Norfolk R. R. Co..... | 784,001 | 22,040,123 |
| 11 | Norfolk Southern R. R. Co..... | 1,270,180 | 37,644,252 |
| 12 | Norfolk and Western Ry. Co..... | 5,990,694 | 219,996,213 |
| 13 | Seaboard Air Line Ry..... | 4,928,125 | 237,424,214 |
| 14 | Southern Ry. Co..... | 19,032,397 | 844,801,196 |
| 15 | Virginia and Southwestern Ry. Co..... | 313,996 | 6,303,920 |
| 16 | Virginian Ry. Co., The..... | 511,869 | 13,496,106 |
| 17 | Washington Southern Ry. Co..... | 660,811 | 19,712,226 |
| 18 | Winchester and Potomac R. R. Co..... | 116,909 | 2,145,649 |
| | Total..... | 62,617,302 | 2,638,172,180 |

Increases over 1912:

| | |
|---|-----------------------------|
| Passengers carried earning revenue..... | 2,153,333 or 3.56 per cent. |
| Passengers carried one mile..... | 130,327,732 |
| Passengers carried one mile per mile of road..... | 94,631 |
| Average distance carried, .65 miles. | |
| Average amount received from each passenger, .02425 cents. | |
| Average receipts per passenger per mile, .024 mills. | |
| Passenger service train revenue per mile of road, \$131.54. | |
| Passenger service train revenue per train mile, .05282 cents. | |

STATISTICS—ENTIRE LINE—PASSENGER.

| Passengers Carried One Mile Per Mile of Road | Average Distance Carried | Average Amount Received From Each Passenger | Average Receipts Per Passenger Per Mile | Passenger Service Train Revenue Per Mile of Road | Passenger Service Train Revenue Per Train Mile | Number |
|---|--------------------------------|---|--|--|--|--------|
| Number | Miles | | | | | |
| | | C. M. | C. M. | | C. M. | |
| 86,472 | 43.74 | \$ 97.965 | 02.240 | \$ 2,372 66 | \$ 1 23.599 | 1 |
| 5,886 | 10.75 | 42.941 | 03.992 | 272 62 | 43.548 | 2 |
| 33,039 | 23.13 | 51.666 | 02.234 | 838 64 | 60.096 | 3 |
| 115,155 | 45.58 | 99.978 | 02.194 | 3,035 66 | 1 34.832 | 4 |
| 92,326 | 12.53 | 25.301 | 02.019 | 2,152 51 | 96.685 | 5 |
| 31,180 | 19.30 | 53.867 | 02.791 | 1,007 77 | 59.953 | 6 |
| 62,203 | 17.82 | 36.184 | 02.031 | 1,504 34 | 86.974 | 7 |
| 6,216 | 10.00 | 40.419 | 04.042 | 291 26 | 25.205 | 8 |
| 113,833 | 42.44 | 99.286 | 02.339 | 3,210 65 | 1 42.058 | 9 |
| 196,787 | 28.11 | 63.337 | 02.253 | 5,813 27 | 2 05.868 | 10 |
| 66,146 | 29.64 | 62.635 | 02.113 | 1,660 87 | 1 03.921 | 11 |
| 108,756 | 36.72 | 78.710 | 02.143 | 2,814 16 | 1 32.355 | 12 |
| 77,247 | 48.18 | 1 05.947 | 02.199 | 2,165 10 | 1 10.582 | 13 |
| 120,075 | 44.39 | 95.734 | 02.157 | 3,118 17 | 1 19.335 | 14 |
| 25,835 | 19.76 | 55.424 | 02.805 | 867 03 | 1 01.409 | 15 |
| 27,490 | 26.37 | 65.908 | 02.500 | 829 76 | 75.361 | 16 |
| 554,181 | 29.83 | 75.540 | 02.532 | 19,226 55 | 2 07.093 | 17 |
| 68,268 | 18.35 | 37.514 | 02.044 | 1,648 37 | 71.566 | 18 |
| 1,791,065 | 42.13 | \$ 93.555 | 02.221 | \$ 2,752 82 | \$ 1 25.350 | |

TABLE No. 14—TRAFFIC AND MILEAGE

| Number | NAME OF COMPANY | Tons of Freight Carried Earning Revenue | Tons Carried One Mile |
|--------|--|--|--------------------------|
| | | Number | Number |
| 1 | Atlantic Coast Line R. R. Co..... | 13,032,586 | 2,036,643,090 |
| 2 | Big Sandy and Cumberland R. R. Co..... | 63,000 | 836,742 |
| 3 | Carolina, Clinchfield and Ohio Ry..... | 2,485,892 | 388,440,469 |
| 4 | Chesapeake and Ohio Ry. Co., The..... | 25,174,241 | 6,094,879,297 |
| 5 | Cumberland Valley and Martinsburg R. R. Co..... | 8,350,540 | 84,059,525 |
| 6 | Danville and Western Ry. Co..... | 180,702 | 6,721,037 |
| 7 | Delaware, Maryland and Virginia R. R. Co..... | 297,216 | 12,363,127 |
| 8 | Laurel Ry. Co..... | 62,667 | 626,670 |
| 9 | Louisville and Nashville R. R. Co..... | 32,241,734 | 5,513,273,724 |
| 10 | New York, Philadelphia and Norfolk R. R. Co..... | 3,805,133 | 416,421,304 |
| 11 | Norfolk Southern R. R. Co..... | 1,633,795 | 142,933,781 |
| 12 | Norfolk and Western Ry. Co..... | 32,701,743 | 8,856,070,381 |
| 13 | Seaboard Air Line Ry..... | 10,409,242 | 1,538,446,241 |
| 14 | Southern Ry. Co..... | 29,449,589 | 4,577,486,801 |
| 15 | Virginia and Southwestern Ry. Co..... | 2,263,458 | 186,781,321 |
| 16 | Virginian Ry. Co., The..... | 4,410,622 | 1,559,020,877 |
| 17 | Washington Southern Ry. Co..... | 2,353,248 | 64,157,729 |
| 18 | Winchester and Potomac R. R. Co..... | 720,392 | 14,931,290 |
| | Total..... | 169,635,800 | 32,094,113,417 |

Increases over 1912:

| | |
|--|------------------------------|
| Tons of freight carried earning revenue..... | 12,358,646 or 7.86 per cent. |
| Tons carried one mile..... | 2,303,280,793 |
| Tons carried one mile per mile of road..... | 2,378,947 |
| Freight revenue per mile of road, \$511.02. | |
| Freight revenue per train mile, .15.283 cents. | |

STATISTICS—ENTIRE LINE—CONTINUED—FREIGHT.

| Tons Carried One Mile Per Mile of Road | Average Dis- tance Haul of One Ton | Average Amount Received for Each Ton of Freight | Average Receipts per Ton Per Mile | Freight Revenue Per Mile of Road | Freight Revenue Per Train Mile | Number |
|--|--|---|---|--|--------------------------------------|--------|
| Number | Miles | | | | | |
| | | C. M. | C. M. | | C. M. | |
| 441,647 | 156.27 | \$ 1.87.971 | 01.203 | \$ 5,312.30 | \$ 2.69.589 | 1 |
| 31,222 | 13.28 | 1.06.481 | 08.017 | 2,503.10 | 2.30.462 | 2 |
| 1,564,841 | 156.26 | 90.303 | 00.578 | 9,043.35 | 6.68.095 | 3 |
| 2,886,968 | 265.94 | 1.09.436 | 00.412 | 11,879.99 | 3.47.102 | 4 |
| 2,497,312 | 10.07 | 05.239 | 00.520 | 12,997.23 | 3.25.361 | 5 |
| 80,978 | 37.19 | 1.35.897 | 03.654 | 2,958.66 | 2.11.314 | 6 |
| 126,619 | 41.60 | 81.338 | 01.955 | 2,475.94 | 2.00.161 | 7 |
| 34,815 | 10.00 | 56.775 | 05.677 | 1,976.63 | 86.884 | 8 |
| 1,143,666 | 171.00 | 1.33.135 | 00.779 | 8,905.85 | 2.29.488 | 9 |
| 3,718,047 | 109.44 | 78.889 | 00.721 | 26,801.96 | 4.86.901 | 10 |
| 251,188 | 87.50 | 1.38.592 | 01.584 | 3,978.69 | 2.96.654 | 11 |
| 4,378,016 | 270.81 | 1.14.942 | 00.424 | 18,581.72 | 3.24.200 | 12 |
| 500,539 | 147.80 | 1.61.281 | 01.091 | 5,462.07 | 2.64.084 | 13 |
| 650,617 | 155.43 | 1.52.612 | 00.982 | 6,388.04 | 2.54.811 | 14 |
| 777,801 | 82.52 | 70.055 | 00.849 | 6,603.07 | 3.68.846 | 15 |
| 3,174,355 | 353.47 | 1.21.317 | 00.343 | 10,894.97 | 4.56.637 | 16 |
| 1,803,703 | 27.26 | 20.316 | 00.745 | 13,440.99 | 2.29.002 | 17 |
| 475,065 | 20.73 | 19.633 | 00.947 | 4,499.89 | 2.12.153 | 18 |
| 24,537,597 | 189.19 | \$ 1.24.022 | 00.656 | \$ 8,132.74 | \$ 2.79.203 | |

Decreases from 1912:

Average distance haul of one ton, .23 miles.

Average amount received for each ton of freight, .341 mills.

Average receipts per ton per mile, .001 mills.

TABLE No. 14—TRAFFIC AND MILEAGE STATISTICS—ENTIRE

| Number | NAME OF COMPANY | Operating Revenue Per Train Mile | Operating Expenses Per Train Mile | Net Operating Revenue (or Deficit) Per Mile of Road |
|--------|--|-------------------------------------|--------------------------------------|--|
| | | C. M. | C. M. | |
| 1 | Atlantic Coast Line R. R. Co..... | \$ 2.07.679 | \$ 1.41.635 | \$ 2,491 08 |
| 2 | Big Sandy and Cumberland R. R. Co..... | 2.30.750 | 1.74.493 | 676 71 |
| 3 | Carolina, Clinchfield and Ohio Ry..... | 4.23.527 | 1.79.904 | 5,747 84 |
| 4 | Chesapeake and Ohio Ry. Co., The..... | 2.69.729 | 1.87.979 | 4,585 48 |
| 5 | Cumberland Valley and Martinsburg R. R. Co..... | 2.45.441 | 1.47.087 | 6,120 63 |
| 6 | Danville and Western Ry. Co..... | 1.83.827 | 1.06.171 | 1,687 63 |
| 7 | Delaware, Maryland and Virginia R. R. Co..... | 1.35.954 | 1.62.142 | Def. 778 41 |
| 8 | Laurel Ry. Co..... | 99.687 | 78.885 | 473 24 |
| 9 | Louisville and Nashville R. R. Co..... | 2.05.928 | 1.55.179 | 3,040 51 |
| 10 | New York, Philadelphia and Norfolk R. R. Co..... | 4.05.085 | 3.04.498 | 8,353 81 |
| 11 | Norfolk Southern R. R. Co..... | 2.46.399 | 1.56.807 | 2,130 59 |
| 12 | Norfolk and Western Ry. Co..... | 2.78.410 | 1.81.825 | 7,501 35 |
| 13 | Seaboard Air Line Ry..... | 2.04.995 | 1.39.786 | 2,538 49 |
| 14 | Southern Ry. Co..... | 1.95.390 | 1.37.638 | 2,879 01 |
| 15 | Virginia and Southwestern Ry. Co..... | 2.91.905 | 2.02.658 | 2,300 15 |
| 16 | Virginian Ry. Co., The..... | 3.40.856 | 1.96.848 | 5,026 02 |
| 17 | Washington Southern Ry. Co..... | 2.44.346 | 1.66.272 | 11,842 90 |
| 18 | Winchester and Potomac R. R. Co..... | 1.50.978 | 1.26.667 | 1,000 33 |
| | Total..... | \$ 2.23.533 | \$ 1.55.633 | \$ 3,376 57 |

Increases over 1912:

| | |
|--|---------------|
| Operating revenue per train mile..... | .11.283 cents |
| Operating expenses per train mile..... | .11.641 cents |
| Net operating revenue per mile of road..... | \$15 16 |
| Average number of passengers per train mile..... | 1.00 |
| Average number of passenger cars per train mile..... | .08 |
| Average number of tons of freight per loaded car mile..... | .30 |
| Average number of tons of freight per train mile..... | 23 94 |
| Average number of freight cars per train mile..... | .79 |
| Average number of loaded cars per train mile..... | .82 |

LINE—CONTINUED—TOTAL TRAFFIC AND MISCELLANEOUS.

| Average Number of Passengers Per Car Mile | Average Number of Passengers Per Train Mile | Average Number of Passenger Cars Per Train Mile | Average Number of Tons of Freight Per Loaded Car Mile | Average Number of Tons of Freight Per Train Mile | Average Number of Freight Cars per Train Mile | Average Number of Loaded Cars Per Train Mile | Average Number of Empty Cars Per Train Mile | Number |
|---|---|---|--|--|---|--|---|--------|
| 13 | 45 | 5.43 | 13.19 | 224.13 | 25.20 | 16.99 | 7.29 | 1 |
| 9 | 9 | 1.00 | 13.10 | 28.75 | 4.39 | 2.19 | 2.19 | 2 |
| 12 | 24 | 2.93 | 38.83 | 1,156.06 | 53.42 | 29.77 | 22.95 | 3 |
| 14 | 51 | 4.97 | 29.77 | 843.50 | 43.83 | 28.33 | 14.50 | 4 |
| 18 | 41 | 3.60 | 31.45 | 625.15 | 33.89 | 19.88 | 13.01 | 5 |
| 8 | 19 | 2.33 | 12.87 | 57.84 | 6.31 | 4.49 | 1.45 | 6 |
| 11 | 36 | 4.72 | 10.60 | 102.36 | 14.79 | 9.65 | 4.15 | 7 |
| 5 | 5 | 1.00 | 5.59 | 15.30 | 5.77 | 2.73 | 2.73 | 8 |
| 14 | 50 | 5.10 | 20.26 | 294.75 | 21.80 | 14.55 | 6.38 | 9 |
| 17 | 70 | 6.17 | 24.61 | 675.44 | 39.35 | 27.44 | 10.92 | 10 |
| 10 | 41 | 4.01 | 14.21 | 187.29 | 17.41 | 13.18 | 3.71 | 11 |
| 14 | 51 | 5.57 | 30.57 | 763.84 | 41.15 | 24.98 | 15.19 | 12 |
| 12 | 39 | 4.96 | 15.11 | 242.00 | 23.74 | 16.01 | 6.77 | 13 |
| 13 | 46 | 4.96 | 14.86 | 259.52 | 24.55 | 17.47 | 6.13 | 14 |
| 14 | 30 | 2.85 | 35.36 | 434.48 | 23.47 | 12.29 | 10.26 | 15 |
| 9 | 25 | 4.59 | 45.06 | 1,330.51 | 56.06 | 29.53 | 25.53 | 16 |
| 14 | 60 | 6.62 | 16.25 | 307.31 | 27.17 | 18.91 | 7.26 | 17 |
| 10 | 30 | 3.75 | 18.18 | 223.97 | 17.64 | 12.32 | 4.68 | 18 |
| †13 | 46 | 5.07 | 22.33 | 425.92 | 29.08 | 19.07 | 9.08 | |

Decrease from 1912:

Average number of empty cars per train mile..... .03

†Same as 1912.

TABLE No. 14—TRAFFIC AND MILEAGE STATISTICS—ENTIRE

| Number | NAME OF COMPANY | LOCOMOTIVE | | | |
|--------|---|------------|------------|-----------|---------|
| | | Freight | Passenger | Mixed | Special |
| 1 | Atlantic Coast Line R. R. Co. | 8,759,217 | 8,451,241 | 587,010 | 11,657 |
| 2 | Big Sandy and Cumberland R. R. Co. | 12,331 | ----- | 16,777 | 3,130 |
| 3 | Carolina, Clinchfield and Ohio Ry. | 415,498 | 247,134 | 120,172 | 3,640 |
| 4 | Chesapeake and Ohio Ry. Co., The. | 8,862,256 | 5,521,282 | 184,213 | 33,604 |
| 5 | Cumberland Valley and Martinsburg R. R. Co. | 163,187 | 74,938 | ----- | 68 |
| 6 | Danville and Western Ry. Co. | 52,431 | 66,324 | 92,967 | ----- |
| 7 | Delaware, Maryland and Virginia R. R. Co. | 124,231 | 173,008 | ----- | 578 |
| 8 | Laurel Ry. Co. | 20,150 | ----- | 20,800 | ----- |
| 9 | Louisville and Nashville R. R. Co. | 18,926,357 | 10,411,562 | 731,563 | 7,907 |
| 10 | New York, Philadelphia and Norfolk R. R. Co. | 639,777 | 324,779 | ----- | 744 |
| 11 | Norfolk Southern R. R. Co. | 438,359 | 575,727 | 344,235 | 24,063 |
| 12 | Norfolk and Western Ry. Co. | 18,086,420 | 4,293,875 | 200,702 | 15,802 |
| 13 | Seaboard Air Line Ry. | 6,305,562 | 5,696,266 | 434,998 | 19,266 |
| 14 | Southern Ry. Co. | 17,610,413 | 17,734,757 | 1,015,977 | 50,699 |
| 15 | Virginia and Southwestern Ry. Co. | 602,657 | 191,744 | 18,060 | 1,501 |
| 16 | Virginian Ry. Co., The. | 1,403,184 | 564,854 | ----- | 2,106 |
| 17 | Washington Southern Ry. Co. | 226,548 | 341,771 | ----- | 1,120 |
| 18 | Winchester and Potomac R. R. Co. | 60,204 | 62,932 | 10,057 | 235 |
| | Total. | 82,706,782 | 54,732,194 | 3,777,531 | 176,195 |

Increases over 1912:

| | |
|---|------------|
| Locomotive mileage—Total in revenue service. | 4,785,749 |
| Freight car miles—Loaded. | 84,532,293 |
| Freight car miles—Empty. | 9,019,853 |
| Freight car miles—Caboose. | 1,199,140 |

LINE—CONTINUED—LOCOMOTIVE, CAR AND TRAIN MILEAGE.

| MILEAGE | | | CAR MILEAGE | | | | | Number |
|------------|--------------------------------|----------------------------|-------------------|-------------|------------|---------------|----|--------|
| Switching | Total in Revenue Service | Non- Revenue Service | FREIGHT CAR MILES | | | | | |
| | | | Loaded | Empty | Caboose | Total | | |
| 4,095,679 | 21,904,804 | 822,347 | 154,370,885 | 66,227,839 | 8,370,951 | 228,969,675 | 1 | |
| | 32,238 | | 63,852 | 63,852 | | 127,704 | 2 | |
| 100,822 | 887,266 | 40,976 | 10,002,889 | 7,709,680 | 235,812 | 17,947,881 | 3 | |
| 4,730,079 | 19,331,434 | 805,064 | 224,876,129 | 115,116,175 | 7,917,314 | 347,909,618 | 4 | |
| 54,260 | 292,453 | 4,742 | 2,672,707 | 1,749,623 | 134,373 | 4,556,703 | 5 | |
| 9,860 | 221,582 | 7,534 | 522,304 | 168,702 | 41,886 | 732,942 | 6 | |
| 7,809 | 305,626 | 17,533 | 1,165,786 | 501,558 | 119,119 | 1,786,463 | 7 | |
| | 40,950 | | 112,000 | 112,000 | 12,400 | 236,400 | 8 | |
| 6,075,158 | 36,152,547 | 1,113,669 | 272,065,080 | 119,258,568 | 16,490,378 | 407,814,021 | 9 | |
| 240,900 | 1,206,200 | 45,938 | 16,919,481 | 6,731,180 | 609,424 | 24,260,085 | 10 | |
| 333,327 | 1,715,736 | 69,481 | 10,057,118 | 2,832,927 | 399,727 | 13,289,772 | 11 | |
| 3,178,765 | 25,775,564 | 682,101 | 289,670,521 | 176,076,781 | 11,395,848 | 477,143,150 | 12 | |
| 2,187,906 | 14,643,998 | 737,350 | 101,800,041 | 43,073,143 | 6,040,129 | 150,913,313 | 13 | |
| 7,648,197 | 44,060,043 | 1,473,978 | 308,114,555 | 108,121,406 | 16,706,154 | 432,942,115 | 14 | |
| 140,741 | 954,703 | 34,060 | 5,282,242 | 4,409,090 | 400,027 | 10,091,359 | 15 | |
| 296,334 | 2,266,478 | 123,036 | 34,601,352 | 29,919,999 | 1,163,306 | 65,684,657 | 16 | |
| 381,678 | 951,117 | 112,910 | 3,948,587 | 1,516,348 | 208,208 | 5,673,143 | 17 | |
| 6,744 | 140,222 | 3,425 | 821,148 | 312,132 | 42,621 | 1,175,901 | 18 | |
| 29,488,259 | 170,882,961 | 6,104,144 | 1,437,066,177 | 683,901,003 | 70,287,622 | 2,191,254,802 | | |

TABLE No. 14—TRAFFIC AND MILEAGE STATISTICS—ENTIRE

| Number | NAME OF COMPANY | CAR | | | |
|--------|--|---------------------|---------------------------------|----------------------------|---------------------------|
| | | PASSENGER CAR MILES | | | |
| | | Passenger | Sleeping Parlor and Observation | Other Passenger-Train Cars | Total Passenger Car Miles |
| 1 | Atlantic Coast Line R. R. Co. | 19,785,004 | 11,268,324 | 17,003,924 | 48,057,252 |
| 2 | Big Sandy and Cumberland R. R. Co. | 16,777 | | | 16,777 |
| 3 | Carolina, Clinchfield and Ohio Ry. | 685,812 | 1,583 | 327,533 | 1,014,928 |
| 4 | Chesapeake and Ohio Ry. Co., The. | 13,044,009 | 6,487,680 | 6,432,293 | 25,963,982 |
| 5 | Cumberland Valley and Martinsburg R. R. Co. | 170,806 | 136 | 99,113 | 270,055 |
| 6 | Danville and Western Ry. Co. | 324,711 | | | 324,711 |
| 7 | Delaware, Maryland and Virginia R. R. Co. | 535,970 | 12,269 | 248,825 | 797,067 |
| 8 | Laurel Ry. Co. | 20,800 | | | 20,800 |
| 9 | Louisville and Nashville R. R. Co. | 25,965,229 | 12,730,292 | 16,881,925 | 55,577,446 |
| 10 | New York, Philadelphia and Norfolk R. R. Co. | 1,031,605 | 288,059 | 632,982 | 1,952,646 |
| 11 | Norfolk Southern R. R. Co. | 3,129,292 | 517,888 | | 3,647,180 |
| 12 | Norfolk and Western Ry. Co. | 11,610,959 | 4,213,902 | 8,130,562 | 23,955,423 |
| 13 | Seaboard Air Line Ry. | 12,414,253 | 7,287,434 | 10,154,441 | 29,856,128 |
| 14 | Southern Ry. Co. | 42,091,424 | 22,005,012 | 27,015,011 | 91,111,447 |
| 15 | Virginia and Southwestern Ry. Co. | 383,910 | 49,491 | 151,624 | 585,025 |
| 16 | Virginian Ry. Co., The. | 1,331,680 | 179,083 | 968,901 | 2,479,664 |
| 17 | Washington Southern Ry. Co. | 659,091 | 765,179 | 760,310 | 2,184,580 |
| 18 | Winchester and Potomac R. R. Co. | 209,812 | 160 | 61,266 | 271,238 |
| | Total. | 133,411,144 | 65,776,492 | 88,868,743 | 288,056,379 |

Increases over 1912:

| | |
|--|-------------|
| Passenger car miles—Passenger. | 2,837,440 |
| Passenger car miles—Sleeping, parlor and observation. | 3,963,418 |
| Passenger car miles—Other passenger-train cars. | 1,464,621 |
| Special car miles—Freight empty. | 927 |
| Total car miles in revenue service. | 102,761,352 |

LINE—LOCOMOTIVE, CAR AND TRAIN MILEAGE—CONTINUED.

| MILEAGE | | | | | | | Total in Revenue Service | Non- Revenue Service | Number |
|--------------------|-------------------|--------------|----------------|---|---------------------------------------|-------------------------------|--------------------------------|----------------------------|--------|
| SPECIAL CAR MILES | | | | | | | | | |
| Freight— Loaded | Freight— Empty | Ca- boose | Passen- ger | Sleeping Parlor, and Obser- vation | Other Passen- ger Train Cars | Total Special Car Miles | | | |
| 72,975 | | 6,143 | 45,725 | 3,977 | 6,234 | 135,054 | 277,161,981 | 7,126,127 | 1 |
| | | | | | | | 144,481 | | 2 |
| 816 | | | 22,035 | 1,744 | 3,376 | 27,971 | 18,990,780 | 342,136 | 3 |
| 5,475 | | | 59,695 | | | 65,170 | 373,938,770 | 6,546,271 | 4 |
| 612 | | 68 | | | | 680 | 4,827,438 | 37,288 | 5 |
| | | | | | | | 1,057,553 | 19,491 | 6 |
| 1,647 | | 258 | 744 | | | 2,649 | 2,586,179 | 62,824 | 7 |
| | | | | | | | 257,200 | | 8 |
| 71,252 | 126 | 6,472 | 7,684 | 973 | 720 | 87,227 | 468,478,694 | 5,811,989 | 9 |
| 6,540 | 112 | 635 | 2,476 | | 13 | 9,776 | 26,222,507 | 264,091 | 10 |
| | | | 92,539 | | | 92,539 | 17,029,491 | 413,225 | 11 |
| 39,364 | | 3,028 | 73,254 | | 20,797 | 136,443 | 501,235,046 | 6,231,196 | 12 |
| 79,741 | 504 | 7,284 | 43,061 | 16,439 | 14,494 | 161,523 | 180,900,964 | 6,135,957 | 13 |
| 126,645 | | 9,225 | 180,655 | 13,417 | 44,025 | 373,967 | 524,427,529 | 6,098,879 | 14 |
| 3,890 | 345 | 561 | 1,168 | | 186 | 6,150 | 10,682,534 | 165,431 | 15 |
| 1,560 | | 331 | 6,856 | 780 | 1,256 | 10,783 | 68,175,104 | 571,942 | 16 |
| 5,992 | | 308 | 722 | 245 | 1,260 | 8,527 | 7,866,250 | 179,374 | 17 |
| 432 | | 32 | 1,203 | | 114 | 1,781 | 1,448,920 | 42,767 | 18 |
| 416,941 | 1,087 | 34,345 | 537,817 | 37,575 | 92,475 | 1,120,240 | 2,480,431,421 | 40,048,988 | |

Decreases from 1912:

| | |
|--|---------|
| Special car miles—Freight loaded | 61,663 |
| Special car miles—Caboose | 5,596 |
| Special car miles—Passenger | 130,984 |
| Special car miles—Sleeping, parlor and observation | 40,060 |
| Special car miles—Other passenger train cars | 18,037 |

TABLE No. 14—TRAFFIC AND MILEAGE STATISTICS—ENTIRE

| Number | NAME OF COMPANY |
|-----------------------------|--|
| 1 | Atlantic Coast Line R. R. Co..... |
| 2 | Big Sandy and Cumberland R. R. Co..... |
| 3 | Carolina, Clinchfield and Ohio Ry..... |
| 4 | Chesapeake and Ohio Ry. Co., The..... |
| 5 | Cumberland Valley and Martinsburg R. R. Co..... |
| 6 | Danville and Western Ry. Co..... |
| 7 | Delaware, Maryland and Virginia R. R. Co..... |
| 8 | Laurel Ry. Co..... |
| 9 | Louisville and Nashville R. R. Co..... |
| 10 | New York, Philadelphia and Norfolk R. R. Co..... |
| 11 | Norfolk Southern R. R. Co..... |
| 12 | Norfolk and Western Ry. Co..... |
| 13 | Seaboard Air Line Ry..... |
| 14 | Southern Ry. Co..... |
| 15 | Virginia and Southwestern Ry. Co..... |
| 16 | Virginian Ry. Co., The..... |
| 17 | Washington Southern Ry. Co..... |
| 18 | Winchester and Potomac R. R. Co..... |
| | Total..... |
| <i>Increases over 1912:</i> | |
| | Freight-train miles..... 1,512,459 |
| | Passenger-train miles..... 1,056,115 |
| | Total revenue train mileage..... 2,568,574 |

LINE—LOCOMOTIVE, CAR AND TRAIN MILEAGE—CONTINUED.

| TRAIN MILEAGE | | | | | | Number |
|-------------------------|---------------------------|----------------------|------------------------|-----------------------------------|---------------------------------------|--------|
| Freight- Train Miles | Passenger- Train Miles | Mixed-Train Miles | Special-Train Miles | Total Revenue Train Mileage | Non-Revenue Service Train Miles | |
| 8,529,696 | 8,295,088 | 557,289 | 11,657 | 17,393,780 | 819,481 | 1 |
| 12,331 | ----- | 16,777 | 3,130 | 32,238 | ----- | 2 |
| 235,620 | 246,007 | 100,385 | 3,640 | 585,652 | 40,289 | 3 |
| 7,752,881 | 5,036,926 | 184,173 | 33,604 | 13,007,584 | 808,064 | 4 |
| 134,482 | 74,938 | ----- | 68 | 209,468 | 4,742 | 5 |
| 40,858 | 64,165 | 75,352 | ----- | 180,375 | 7,534 | 6 |
| 120,778 | 168,882 | ----- | 559 | 290,219 | 17,533 | 7 |
| 20,150 | ----- | 20,800 | ----- | 40,950 | ----- | 8 |
| 17,975,657 | 10,164,290 | 729,035 | 7,907 | 28,876,889 | 1,113,669 | 9 |
| 616,515 | 316,263 | ----- | 729 | 923,507 | 35,501 | 10 |
| 420,811 | 567,087 | 342,473 | 23,024 | 1,353,395 | 56,559 | 11 |
| 11,396,534 | 4,103,462 | 197,566 | 13,057 | 15,710,619 | 682,101 | 12 |
| 5,928,295 | 5,589,009 | 428,810 | 19,008 | 11,965,122 | 521,330 | 13 |
| 16,638,789 | 17,384,402 | 999,312 | 50,699 | 35,073,202 | 1,473,978 | 14 |
| 412,202 | 187,617 | 17,696 | 1,394 | 618,909 | 30,881 | 15 |
| 1,171,744 | 540,757 | ----- | 1,595 | 1,714,096 | 128,726 | 16 |
| 208,774 | 330,233 | ----- | 552 | 539,559 | 90,753 | 17 |
| 56,608 | 62,335 | 10,057 | 285 | 129,285 | 3,348 | 18 |
| 71,672,705 | 53,131,461 | 3,679,725 | 170,908 | 128,654,799 | 5,831,489 | |

Decreases from 1912:

| | |
|---------------------|---------|
| Mixed train miles | 271,065 |
| Special train miles | 3, '89 |

TABLE No. 15—FREIGHT TRAFFIC

| Number | NAME OF COMPANY | PRODUCTS OF |
|--------|---|-------------|
| | | Agriculture |
| 1 | Atlantic Coast Line R. R. Co..... | 622,443 |
| 2 | a Atlantic and Danville Ry. Co. The..... | |
| 3 | Big Sandy and Cumberland R. R. Co..... | 716 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co..... | 500 |
| 5 | Cape Charles R. R. Co..... | 21,917 |
| 6 | Carolina, Clinchfield and Ohio Ry..... | 665 |
| 7 | Chesapeake and Ohio Ry. Co. The..... | 48,623 |
| 8 | b Chesapeake and Western R. R. Co..... | |
| 9 | Chesapeake Western Ry..... | 12,311 |
| 10 | Cumberland Valley and Martinsburg R. R. Co..... | 168 |
| 11 | Danville and Western Ry. Co..... | 23,793 |
| 12 | c Delaware, Maryland and Virginia R. R. Co..... | |
| 13 | d Franklin and Pittsylvania R. R. Co..... | |
| 14 | Interstate R. R. Co..... | 4,586 |
| 15 | Laurel Ry. Co..... | 9 |
| 16 | Louisville and Nashville R. R. Co..... | 735 |
| 17 | Marion and Rye Valley Ry. Co..... | 2,170 |
| 18 | Nelson and Albemarle Ry. Co..... | 830 |
| 19 | New River, Holston and Western R. R. Co..... | |
| 20 | New York, Philadelphia and Norfolk R. R. Co..... | 542,860 |
| 21 | i Norfolk and Portsmouth Belt Line R. R. Co..... | |
| 22 | Norfolk Southern R. R. Co..... | 34,118 |
| 23 | e Norfolk Terminal Ry. Co..... | |
| 24 | Norfolk and Western Ry. Co..... | 1,108,711 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co..... | 1,597 |
| 26 | f Potomac R. R. Co..... | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co..... | 503,610 |
| 28 | g Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co..... | |
| 29 | a Richmond and Mecklenburg R. R. Co..... | |
| 30 | c Roaring Fork R. R. Co..... | |
| 31 | i Rosslyn Connecting R. R. Co..... | |
| 32 | Seaboard Air Line Ry..... | 414,593 |
| 33 | Southern Ry. Co..... | 702,544 |
| 34 | Surry, Sussex and Southampton Ry. Co..... | 4,390 |
| 35 | Tidewater and Western R. R. Co..... | 5,511 |
| 36 | Valley Railroad Company of Virginia..... | 48,510 |
| 37 | Virginia-Carolina Ry. Co..... | 1,618 |
| 38 | Virginia and Kentucky Ry. Co..... | 712 |
| 39 | Virginia Southern R. R. Co..... | 1,272 |
| 40 | Virginia and Southwestern Ry. Co..... | 1,520 |
| 41 | Virginian Ry. Co. The..... | 36,001 |
| 42 | h Virginian Terminal Ry. Co. The..... | |
| 43 | Washington Southern Ry. Co..... | 500,721 |
| 44 | Winchester and Potomac R. R. Co..... | 56,321 |
| 45 | Winchester and Strasburg R. R. Co..... | 56,790 |
| | Total..... | 4,780,900 |

aIncluded with Southern Railway Company.

bIncluded with Chesapeake Western Railway.

cNo record kept.

dNo record kept—Switching service only.

eNot an operating company.

fIncluded with Washington Southern Railway Company.

gIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

hIncluded with The Virginian Railway Company.

MOVEMENT IN VIRGINIA—TONS.

| PRODUCTS OF | | | Manufactures | Merchandise | Miscellaneous | Total | Number |
|-------------|------------|------------|--------------|-------------|---------------|------------|--------|
| Animals | Mines | Forests | | | | | |
| 32,640 | 441,670 | 1,498,670 | 527,088 | 239,541 | 170,163 | 3,532,415 | 1 |
| 50 | 6,117 | 35,205 | 368 | 618 | 429 | 43,503 | 2 |
| 746 | 9,000 | 2,000 | 2,160 | | | 13,660 | 3 |
| 41 | 295 | 309 | 5,790 | 36 | 80 | 29,173 | 4 |
| 17,323 | 52,591 | 5,793 | 484 | 2,074 | 10 | 61,688 | 5 |
| | 548,167 | 276,102 | 280,732 | 103,774 | 33,876 | 1,308,002 | 6 |
| 1,373 | 28,146 | 16,236 | 12,169 | 2,835 | 2,590 | 75,660 | 7 |
| | 28 | 27 | 183 | 115 | 71 | 592 | 8 |
| 2,126 | 70,507 | 20,583 | 31,284 | 14,144 | 1,640 | 164,077 | 9 |
| 727 | 483,521 | 25,441 | 15,967 | 2,213 | 2,475 | 534,930 | 10 |
| 1 | 400 | 12,050 | 20 | 2 | 5 | 12,487 | 11 |
| 940 | 26,771 | 23,987 | 5,340 | 8,306 | 398 | 66,477 | 12 |
| 59 | 17,641 | 106,218 | 6,832 | 5,715 | 1,136 | 139,771 | 13 |
| 158 | 54,490 | 5,046 | 1,095 | 2,312 | | 63,931 | 14 |
| 105 | 360 | 13,378 | 125 | 1,245 | 749 | 15,962 | 15 |
| 30,750 | 164,949 | 1,918,487 | 641,764 | 7,439 | 117,769 | 3,424,018 | 16 |
| 3,135 | 19,557 | 101,115 | 49,346 | 5,599 | 2,465 | 216,335 | 17 |
| 183,820 | 10,850,172 | 1,946,642 | 2,482,434 | 156,788 | 126,021 | 16,854,588 | 18 |
| 458 | 135 | 62,172 | 3,584 | 169 | 1,095 | 69,210 | 19 |
| 33,882 | 467,369 | 636,632 | 384,073 | 247,943 | 162,685 | 2,436,194 | 20 |
| | | | | | | | 21 |
| | | | | | | | 22 |
| | | | | | | | 23 |
| | | | | | | | 24 |
| | | | | | | | 25 |
| | | | | | | | 26 |
| | | | | | | | 27 |
| | | | | | | | 28 |
| | | | | | | | 29 |
| | | | | | | | 30 |
| | | | | | | | 31 |
| 24,665 | 281,135 | 1,329,432 | 508,834 | 173,879 | 87,041 | 2,819,579 | 32 |
| 113,147 | 756,347 | 1,333,562 | 1,058,189 | 649,529 | 402,372 | 5,015,690 | 33 |
| 135 | 430 | 140,422 | 887 | 3,300 | | 149,564 | 34 |
| 410 | 375 | 77,846 | 4,577 | 542 | 1,219 | 90,480 | 35 |
| 8,237 | 38,363 | 34,925 | 51,635 | 18,867 | 20,120 | 220,657 | 36 |
| 253 | 17,162 | 85,056 | 8,742 | 2,087 | 4,097 | 119,015 | 37 |
| | 38,458 | 1,502 | 586 | 440 | | 41,697 | 38 |
| 47 | 4,102 | 87,976 | 774 | 3,507 | | 97,678 | 39 |
| 319 | 144,612 | 16,204 | 1,189 | | 8,651 | 172,495 | 40 |
| 1,220 | 2,567,496 | 233,032 | 52,456 | 26,949 | 7,519 | 2,924,673 | 41 |
| 32,284 | 245,587 | 630,796 | 419,608 | 315,121 | 209,131 | 2,353,248 | 42 |
| 20,347 | 92,784 | 43,707 | 99,423 | 21,587 | 23,142 | 357,311 | 43 |
| 19,772 | 79,953 | 45,282 | 99,111 | 19,583 | 21,973 | 342,464 | 44 |
| 529,170 | 17,508,890 | 10,765,835 | 6,756,848 | 2,036,259 | 1,408,922 | 43,766,824 | 45 |

Increases over 1912:

| | |
|------------------------------|-----------------|
| Products of agriculture..... | 676,454 tons. |
| Products of animals..... | 20,685 tons. |
| Products of mines..... | 824,833 tons. |
| Products of forests..... | 1,866,727 tons. |
| Manufactures..... | 722,998 tons. |
| Merchandise..... | 112,854 tons. |
| Miscellaneous..... | 87,114 tons. |
| Total—State of Virginia..... | 4,311,665 tons. |

Percentages of total traffic—Virginia:

| | |
|------------------------------|-------|
| Products of agriculture..... | 10.88 |
| Products of animals..... | 1.21 |
| Products of mines..... | 40.00 |
| Products of forests..... | 24.60 |
| Manufactures..... | 15.44 |
| Merchandise..... | 4.65 |
| Miscellaneous..... | 3.22 |

100.00

TABLE No. 15—CONTINUED—FREIGHT TRAF

| Number | NAME OF COMPANY | Products of |
|--------|---|-------------|
| | | Agriculture |
| 1 | Atlantic Coast Line R. R. Co. | 1,862,000 |
| 2 | a Atlantic and Danville Ry. Co., The | |
| 3 | Big Sandy and Cumberland R. R. Co. | 1,024 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 500 |
| 5 | Cape Charles R. R. Co. | 21,917 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 63,289 |
| 7 | Chesapeake and Ohio Ry. Co., The | 1,563,277 |
| 8 | b Chesapeake and Western R. R. Co. | |
| 9 | Chesapeake Western Ry. | 12,311 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 126,005 |
| 11 | Danville and Western Ry. Co. | 26,203 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | 30,897 |
| 13 | a Franklin and Pittsylvania R. R. Co. | |
| 14 | Interstate R. R. Co. | 4,586 |
| 15 | Laurel Ry. Co. | 560 |
| 16 | Louisville and Nashville R. R. Co. | 2,561,521 |
| 17 | Marion and Rye Valley Ry. Co. | 2,170 |
| 18 | Nelson and Albemarle Ry. Co. | 830 |
| 19 | New River, Holston and Western R. R. Co. | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 493,058 |
| 21 | c Norfolk and Portsmouth Belt Line R. R. Co. | |
| 22 | Norfolk Southern R. R. Co. | 258,858 |
| 23 | e Norfolk Terminal Ry. Co. | |
| 24 | Norfolk and Western Ry. Co. | 1,389,334 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 1,597 |
| 26 | f Potomac R. R. Co. | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 503,610 |
| 28 | g Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | |
| 29 | a Richmond and Mecklenburg R. R. Co. | |
| 30 | h Roaring Fork R. R. Co. | |
| 31 | c Rosslyn Connecting R. R. Co. | |
| 32 | Seaboard Air Line Ry. | 1,466,230 |
| 33 | Southern Ry. Co. | 3,354,742 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 4,390 |
| 35 | Tidewater and Western R. R. Co. | 5,511 |
| 36 | Valley Railroad Company of Virginia | 48,510 |
| 37 | Virginia-Carolina Ry. Co. | 1,618 |
| 38 | Virginia and Kentucky Ry. Co. | 712 |
| 39 | Virginia Southern R. R. Co. | 1,272 |
| 40 | Virginia and Southwestern Ry. Co. | 16,998 |
| 41 | Virginian Ry. Co., The | 54,295 |
| 42 | k Virginian Terminal Ry. Co., The | |
| 43 | Washington Southern Ry. Co. | 500,721 |
| 44 | Winchester and Potomac R. R. Co. | 89,645 |
| 45 | Winchester and Strasburg R. R. Co. | 56,790 |
| | Total | 14,404,981 |

aIncluded with Southern Railway Company.

bIncluded with Chesapeake Western Railway.

cNo record kept—Switching service only.

eNot an operating company.

fIncluded with Washington Southern Railway Company.

gIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

hNo record.

kIncluded with The Virginian Railway Company.

FIC MOVEMENT—ENTIRE LINE—TONS.

| Products of | | | Manufactures | Merchandise | Miscellaneous | Total | Number |
|-------------|------------|------------|--------------|-------------|---------------|-------------|--------|
| Animals | Mines | Forests | | | | | |
| 132,116 | 2,768,427 | 4,143,530 | 3,001,120 | 717,677 | 397,716 | 13,032,586 | 1 |
| 72 | 8,880 | 51,000 | 527 | 895 | 622 | 63,000 | 2 |
| 746 | 9,000 | 2,000 | 2,160 | | | 13,660 | 3 |
| 13,501 | 295 | 309 | 5,790 | 36 | 80 | 29,173 | 4 |
| 207,149 | 1,927,591 | 224,081 | 202,418 | 46,193 | 9,069 | 2,485,892 | 5 |
| | 17,704,818 | 2,681,148 | 1,934,216 | 702,695 | 381,438 | 25,174,241 | 6 |
| 1,373 | 28,146 | 16,236 | 12,169 | 2,835 | 2,590 | 75,660 | 7 |
| 25,917 | 7,149,797 | 133,798 | 675,293 | 94,704 | 145,026 | 8,350,540 | 8 |
| 2,342 | 77,681 | 22,668 | 34,454 | 15,578 | 1,806 | 180,702 | 9 |
| 1,456 | 57,787 | 71,184 | 35,947 | 24,122 | 75,823 | 297,216 | 10 |
| 727 | 483,521 | 25,441 | 15,967 | 2,213 | 2,475 | 534,930 | 11 |
| 80 | 2,168 | 58,645 | 1,064 | 73 | 65 | 62,667 | 12 |
| 546,939 | 19,774,501 | 3,195,463 | 3,951,279 | 1,885,720 | 326,311 | 32,241,734 | 13 |
| 59 | 17,641 | 106,218 | 6,832 | 5,715 | 1,136 | 139,771 | 14 |
| 158 | 54,490 | 5,046 | 1,085 | 2,312 | | 63,931 | 15 |
| 105 | 360 | 13,378 | 125 | 1,245 | 749 | 15,962 | 16 |
| 35,035 | 208,443 | 2,228,830 | 708,177 | 21,620 | 109,970 | 3,805,133 | 17 |
| 23,784 | 148,384 | 767,188 | 374,400 | 42,477 | 18,704 | 1,633,795 | 18 |
| 226,841 | 24,868,254 | 2,322,857 | 3,603,062 | 193,775 | 197,620 | 32,701,743 | 19 |
| 458 | 135 | 62,172 | 3,584 | 169 | 1,095 | 69,210 | 20 |
| 33,882 | 467,369 | 636,632 | 384,073 | 247,943 | 162,685 | 2,436,194 | 21 |
| | | | | | | | 22 |
| | | | | | | | 23 |
| | | | | | | | 24 |
| | | | | | | | 25 |
| | | | | | | | 26 |
| | | | | | | | 27 |
| | | | | | | | 28 |
| | | | | | | | 29 |
| | | | | | | | 30 |
| | | | | | | | 31 |
| 122,559 | 2,560,784 | 2,899,762 | 2,600,201 | 406,159 | 363,547 | 10,409,242 | 32 |
| 323,905 | 11,779,772 | 5,001,839 | 5,185,679 | 2,330,906 | 1,472,846 | 29,449,589 | 33 |
| 135 | 430 | 140,422 | 887 | 3,300 | | 149,564 | 34 |
| 410 | 375 | 77,846 | 4,577 | 542 | 1,219 | 90,480 | 35 |
| 8,237 | 38,363 | 34,925 | 51,635 | 18,867 | 20,120 | 220,657 | 36 |
| 263 | 17,162 | 85,056 | 8,742 | 2,087 | 4,097 | 119,015 | 37 |
| | 38,458 | 1,502 | 585 | 440 | | 41,697 | 38 |
| 47 | 4,102 | 87,976 | 774 | 3,507 | | 97,678 | 39 |
| 8,666 | 2,000,682 | 167,127 | 38,688 | | 31,297 | 2,263,458 | 40 |
| 1,843 | 3,871,960 | 351,430 | 79,111 | 40,642 | 11,341 | 4,410,622 | 41 |
| | | | | | | | 42 |
| 32,284 | 245,587 | 630,796 | 419,608 | 315,121 | 209,131 | 2,353,248 | 43 |
| 21,441 | 421,886 | 46,234 | 109,637 | 25,808 | 25,741 | 720,392 | 44 |
| 19,772 | 79,953 | 48,282 | 99,111 | 19,583 | 21,973 | 342,464 | 45 |
| 1,792,192 | 96,816,452 | 26,337,971 | 23,563,007 | 7,174,961 | 3,986,282 | 174,075,846 | |

Increases over 1912:

| | |
|-------------------------|------------------|
| Products of agriculture | 874,876 tons. |
| Products of animals | 80,664 tons. |
| Products of mines | 4,688,143 tons. |
| Products of forests | 4,315,432 tons. |
| Manufactures | 1,951,493 tons. |
| Merchandise | 632,420 tons. |
| Miscellaneous | 178,808 tons. |
| Total—Entire line | 12,721,836 tons. |

Percentage of total traffic—Entire Line:

| | 1912 | 1913 |
|-------------------------|--------|--------|
| Products of agriculture | 8.39 | 8.28 |
| Products of animals | 1.06 | 1.03 |
| Products of mines | 57.10 | 55.65 |
| Products of forests | 13.65 | 15.09 |
| Manufactures | 13.39 | 13.54 |
| Merchandise | 4.05 | 4.12 |
| Miscellaneous | 2.36 | 2.29 |
| | 100 00 | 100 00 |

TABLE No. 16—EQUIPMENT OWNED

| Number | NAME OF COMPANY | LOCOMOTIVES | | | | IN PASSENGER | | | | | |
|------------|---|-------------|---------|-----------|-------|------------------|-------------------|------------------|---------------|-------------|-------------|
| | | Passenger | Freight | Switching | Total | First Class Cars | Second Class Cars | Combination Cars | Emigrant Cars | Dining Cars | Parlor Cars |
| 1 | Atlantic Coast Line R. R. Co. | 638 | ----- | 139 | 777 | 218 | 123 | 128 | ----- | ----- | 1 |
| 2 | a Atlantic and Danville Ry. Co., The | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 3 | Big Sandy and Cumberland R. R. Co. | ----- | 4 | ----- | 4 | ----- | 1 | ----- | ----- | ----- | ----- |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 1 | 1 | ----- | 2 | ----- | 2 | 1 | ----- | ----- | ----- |
| 5 | b Cape Charles R. R. Co. | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 6 | Carolina, Clinchfield and Ohio Ry. | 9 | 36 | ----- | 45 | 25 | ----- | 8 | ----- | ----- | ----- |
| 7 | Chesapeake and Ohio Ry. Co., The | 114 | 632 | 65 | 811 | 143 | 38 | 50 | 7 | 10 | 20 |
| 8 | c Chesapeake and Western R. R. Co. | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 9 | Chesapeake Western Ry. | 2 | 2 | ----- | 4 | 5 | ----- | 4 | ----- | ----- | ----- |
| 10 | d Cumberland Valley and Martinsburg R. R. Co. | 20 | 39 | 5 | 64 | 39 | ----- | 6 | ----- | ----- | ----- |
| 11 | Danville and Western Ry. Co. | ----- | 8 | ----- | 8 | 7 | ----- | 8 | ----- | ----- | ----- |
| 12 | e Delaware, Maryland and Virginia R. R. Co. | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 13 | a Franklin and Pittsylvania R. R. Co. | ----- | ----- | 6 | 6 | 1 | ----- | 2 | ----- | ----- | ----- |
| 14 | Interstate R. R. Co. | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 15 | Laurel Ry. Co. | 1 | 5 | ----- | 6 | ----- | ----- | 2 | ----- | ----- | ----- |
| 16 | Louisville and Nashville R. R. Co. | 204 | 644 | 153 | 1,001 | 369 | ----- | 65 | ----- | 13 | 24 |
| 17 | Marion and Rye Valley Ry. Co. | ----- | 4 | ----- | 4 | ----- | ----- | 1 | ----- | ----- | ----- |
| 18 | Nelson and Albemarle Ry. Co. | 3 | ----- | ----- | 3 | 1 | 1 | ----- | ----- | ----- | ----- |
| 19 | New River, Holston and Western R. R. Co. | 1 | ----- | ----- | 1 | 1 | 1 | 1 | ----- | ----- | ----- |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 7 | 25 | 5 | 37 | 19 | ----- | ----- | ----- | ----- | ----- |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | ----- | ----- | 9 | 9 | ----- | ----- | ----- | ----- | ----- | 1 |
| 22 | Norfolk Southern R. R. Co. | 26 | 29 | 4 | 59 | 51 | ----- | 8 | ----- | ----- | ----- |
| 23 | f Norfolk Terminal Ry. Co. | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 24 | Norfolk and Western Ry. Co. | 114 | 391 | 39 | 1,044 | 223 | ----- | 26 | ----- | 10 | ----- |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | ----- | 3 | ----- | 3 | 2 | ----- | ----- | ----- | ----- | ----- |
| 26 | g Potomac R. R. Co. | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 47 | ----- | 7 | 54 | 29 | ----- | 3 | ----- | 3 | ----- |
| 28 | h Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 29 | a Richmond and Mecklenburg R. R. Co. | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 30 | Roaring Fork R. R. Co. | ----- | 3 | ----- | 3 | 1 | ----- | ----- | ----- | ----- | ----- |
| 31 | e Rosslyn Connecting R. R. Co. | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 32 | Seaboard Air Line Ry. | 137 | 252 | 99 | 488 | 110 | 46 | 99 | ----- | 15 | 2 |
| 33 | Southern Ry. Co. | 401 | 976 | 219 | 1,596 | 496 | 80 | 134 | ----- | 31 | 8 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 1 | 4 | 9 | 14 | 4 | ----- | ----- | ----- | ----- | ----- |
| 35 | Tidewater and Western R. R. Co. | 2 | 6 | ----- | 8 | 7 | ----- | 1 | ----- | ----- | ----- |
| 36 | k Valley Railroad Company of Virginia | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 37 | Virginia-Carolina Ry. Co. | ----- | 3 | ----- | 3 | 1 | ----- | 2 | ----- | ----- | ----- |
| 38 | Virginia and Kentucky Ry. Co. | ----- | 1 | ----- | 1 | ----- | ----- | 1 | ----- | ----- | ----- |
| 39 | Virginia Southern R. R. Co. | ----- | 1 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- |
| 40 | Virginia and Southwestern Ry. Co. | 4 | 29 | 3 | 36 | 9 | ----- | 2 | ----- | ----- | ----- |
| 41 | Virginian Ry. Co., The | 10 | 93 | 5 | 108 | 22 | ----- | 7 | ----- | ----- | ----- |
| 42 | m Virginian Terminal Ry. Co., The | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 43 | Washington Southern Ry. Co. | 10 | 10 | 8 | 28 | 8 | 2 | ----- | ----- | ----- | ----- |
| 44 | k Winchester and Potomac R. R. Co. | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 45 | k Winchester and Strasburg R. R. Co. | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Total..... | | 1,752 | 3,701 | 775 | 6,228 | 1,791 | 294 | 559 | 7 | 82 | 56 |

aIncluded with Southern Railway Company.

bIncluded with New York, Philadelphia and Norfolk Railroad Company.

cIncluded with Chesapeake Western Railway.

dEquipment owned by Cumberland Valley Railroad Company.

eEquipment owned by Philadelphia, Baltimore and Washington Railroad Company.

fOwns no equipment.

gIncluded with Washington Southern Railway Company.

hIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

kEquipment owned by Baltimore and Ohio Railroad Company.

mEquipment owned by The Virginian Railway Company.

AND LEASED—ENTIRE LINE.

| SERVICE | | | IN FREIGHT SERVICE | | | | | | | IN COMPANY'S SERVICE | | | | | | Number |
|---------------------------------|---------------------------------|-------|--------------------|-----------|------------|-----------|-------------------|-------------------------------|---------|-----------------------|-------------|--------------|--------------|-----------------|--------|--------|
| Baggage Express and Postal Cars | Other Cars in Passenger Service | Total | Box Cars | Flat Cars | Stock Cars | Coal Cars | Refrigerator Cars | Other Cars in Freight Service | Total | Officers and Pay Cars | Gravel Cars | Derrick Cars | Caboose Cars | Other Road Cars | Total | |
| 188 | --- | 658 | 21,513 | 5,598 | 85 | 639 | 5 | 1,080 | 28,920 | 13 | 194 | 108 | 290 | 673 | 1,278 | 1 |
| 1 | --- | 2 | 5 | 5 | --- | 7 | --- | 51 | 68 | --- | --- | --- | --- | --- | --- | 2 |
| 1 | --- | 4 | --- | 1 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 4 |
| 1 | 1 | 35 | 476 | 198 | --- | 4,080 | --- | --- | 4,754 | 2 | --- | 1 | 16 | 45 | 64 | 5 |
| 98 | --- | 366 | 8,389 | 1,296 | 356 | 32,577 | 23 | 50 | 42,691 | 11 | 125 | 10 | 381 | 524 | 1,031 | 6 |
| --- | --- | 9 | 6 | 6 | --- | --- | --- | 7 | 19 | --- | 1 | 1 | --- | --- | 2 | 7 |
| 12 | 2 | 59 | 316 | 59 | 41 | 201 | --- | --- | 617 | 1 | 30 | 8 | 30 | 66 | 135 | 8 |
| --- | --- | 15 | 99 | 7 | 2 | --- | --- | 1 | 109 | --- | 12 | --- | 3 | 5 | 20 | 9 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12 |
| --- | --- | 3 | 11 | 18 | --- | 556 | --- | --- | 585 | --- | --- | --- | 1 | 18 | 19 | 13 |
| --- | --- | 2 | 3 | 20 | 1 | 3 | --- | 20 | 47 | --- | --- | --- | 3 | --- | 3 | 14 |
| 171 | --- | 642 | 19,214 | 3,094 | 1,405 | 18,171 | 1,291 | 1,801 | 44,976 | 13 | 20 | 30 | 581 | 2,520 | 3,164 | 15 |
| --- | --- | 1 | --- | 53 | --- | --- | --- | --- | 53 | --- | --- | --- | --- | --- | --- | 16 |
| --- | --- | 2 | --- | 4 | --- | --- | --- | 13 | 17 | --- | --- | --- | 2 | --- | 2 | 17 |
| 1 | --- | 4 | --- | 8 | --- | --- | --- | --- | 8 | --- | --- | 1 | --- | --- | 1 | 18 |
| 11 | --- | 30 | 1,893 | --- | --- | --- | --- | 150 | 2,043 | 1 | --- | 1 | 29 | 54 | 85 | 19 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 20 |
| 24 | 36 | 120 | 2,240 | 544 | 1 | 61 | --- | 50 | 2,896 | 2 | --- | 2 | --- | 1 | 3 | 21 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 13 | 16 | 32 | 22 |
| 146 | 1 | 406 | 8,002 | 555 | 2,139 | 32,001 | 2 | --- | 42,699 | 7 | 230 | 37 | 462 | 805 | 1,541 | 23 |
| --- | --- | 2 | 15 | 51 | --- | --- | --- | --- | 66 | --- | --- | --- | --- | --- | --- | 24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 25 |
| 13 | --- | 48 | 339 | 31 | 23 | 150 | --- | --- | 543 | 2 | 40 | 2 | 39 | 18 | 101 | 26 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 27 |
| --- | --- | 1 | 1 | 3 | --- | 25 | --- | --- | 29 | --- | --- | --- | 1 | --- | 1 | 28 |
| 87 | --- | 359 | 9,861 | 2,654 | 73 | 3,847 | --- | 410 | 16,845 | 5 | 124 | 18 | 225 | 567 | 939 | 29 |
| 365 | 4 | 1,118 | 28,216 | 1,897 | 711 | 17,641 | 268 | 101 | 48,834 | 19 | 5 | 31 | 675 | 1,295 | 2,025 | 30 |
| 1 | --- | 5 | 48 | 10 | --- | 4 | --- | --- | 62 | --- | --- | --- | --- | --- | --- | 31 |
| 2 | 1 | 11 | 33 | 109 | --- | --- | --- | --- | 142 | --- | --- | --- | 1 | 2 | 3 | 32 |
| --- | --- | 3 | --- | 23 | --- | --- | --- | --- | 23 | --- | --- | --- | --- | --- | --- | 33 |
| --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 34 |
| 4 | --- | 15 | 327 | 49 | --- | 2,549 | --- | 192 | 3,117 | 1 | --- | 4 | 21 | 31 | 57 | 35 |
| 11 | 4 | 44 | 300 | 244 | 873 | 5,606 | --- | --- | 7,023 | 1 | 69 | 4 | 73 | 56 | 203 | 36 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 37 |
| 3 | --- | 13 | 28 | --- | --- | --- | --- | --- | 28 | --- | 28 | 1 | 6 | 17 | 52 | 38 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 39 |
| 1,140 | 49 | 3,978 | 101,336 | 16,537 | 5,710 | 118,118 | 1,589 | 3,926 | 247,216 | 78 | 878 | 260 | 2,833 | 6,713 | 10,762 | 40 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 41 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 42 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 43 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 44 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 45 |

Locomotives are 198 more than in 1912.

Total number of cars of all description, 261,956, or 3,082 more than in 1912.

TABLE No. 17—RENEWALS OF RAILS AND TIES—

| Number | NAME OF COMPANY | KIND | |
|--------|--|-----------|--|
| | | OAK | |
| | | Number | Average Price at Distributing Point Cents |
| 1 | Atlantic Coast Line R. R. Co. | 19,843 | 46 |
| 2 | a Atlantic and Danville Ry. Co., The | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 8,449 | 18 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 524 | 39 |
| 5 | b Cape Charles R. R. Co. | | |
| 6 | Carolina, Clinchfield and Ohio Ry. | 9,788 | 40 |
| 7 | Chesapeake and Ohio Ry. Co., The | 186,319 | 57 |
| 8 | c Chesapeake and Western R. R. Co. | | |
| 9 | Chesapeake Western Ry. | 8,296 | 51 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 3,964 | 59 |
| 11 | Danville and Western Ry. Co. | 18,100 | 46 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | 123 | 67 |
| 13 | a Franklin and Pitsylvania R. R. Co. | | |
| 14 | Interstate R. R. Co. | 10,523 | 45 |
| 15 | Laurel Ry. Co. | 250 | 25 |
| 16 | Louisville and Nashville R. R. Co. | 31,046 | 54 |
| 17 | Marion and Rye Valley Ry. Co. | 13,969 | 39 |
| 18 | Nelson and Albemarle Ry. Co. | 8,739 | 42 |
| 19 | New River, Holston and Western R. R. Co. | 1,357 | 50 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 49,314 | 73 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 12,017 | 74 |
| 22 | Norfolk Southern R. R. Co. | 3,848 | 55 |
| 23 | b Norfolk Terminal Ry. Co. | | |
| 24 | Norfolk and Western Ry. Co. | 752,346 | 55 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 19,713 | 15 |
| 26 | b Potomac R. R. Co. | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 124,515 | 68 |
| 28 | d Richmond, Fredericksburg and Potomac and Richmond and Peters- burg R. R. Connection Co. | | |
| 29 | a Richmond and Mecklenburg R. R. Co. | | |
| 30 | Roaring Fork R. R. Co. | 221 | 35 |
| 31 | Rosslyn Connecting R. R. Co. | 38 | 76 |
| 32 | Seaboard Air Line Ry. | 76,527 | 45 |
| 33 | Southern Ry. Co. | 507,547 | 53 |
| 34 | b Surry, Sussex and Southampton Ry. Co. | | |
| 35 | Tidewater and Western R. R. Co. | 32,972 | 22 |
| 36 | Valley Railroad Company of Virginia | 30,044 | 51 |
| 37 | Virginia-Carolina Ry. Co. | 4,037 | 35 |
| 38 | Virginia and Kentucky Ry. Co. | 457 | 40 |
| 39 | Virginia Southern R. R. Co. | 6,857 | 35 |
| 40 | Virginia and Southwestern Ry. Co. | 60,897 | 41 |
| 41 | Virginian Ry. Co., The | 136,393 | 54 |
| 42 | e Virginian Terminal Ry. Co., The | | |
| 43 | Washington Southern Ry. Co. | 70,741 | 71 |
| 44 | Winchester and Potomac R. R. Co. | 7,179 | 65 |
| 45 | Winchester and Strasburg R. R. Co. | 12,590 | 60 |
| | Total | 2,229,543 | 54 |

aIncluded with Southern Railway Company.

bNo renewals.

cIncluded with Chesapeake Western Railway.

dIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

eIncluded with The Virginian Railway Company.

Increases over 1912:

| | |
|-----------------------------|------------|
| Oak ties | 170,849 |
| Pine ties | 8,995 |
| Chestnut ties | 749 |
| Total ties | 173,754 |
| Average price oak ties | .02 cents. |
| Average price pine ties | .03 cents. |
| Average price chestnut ties | .02 cents. |

VIRGINIA—NEW TIES LAID DURING YEAR.

| KIND | | | | | | TOTAL | | Number |
|--------|---|---------|---|----------|---|-----------|---|--------|
| PINE | | CYPRESS | | CHESTNUT | | Number | Average Price at Distributing Point Cents | |
| Number | Average Price at Distributing Point Cents | Number | Average Price at Distributing Point Cents | Number | Average Price at Distributing Point Cents | | | |
| 47,423 | 38 | 7,074 | 40 | | | 74,340 | 41 | 1 |
| | | | | | | 8,449 | 18 | 2 |
| | | | | | | 524 | 39 | 3 |
| | | | | | | 9,788 | 40 | 4 |
| | | | | | | 186,319 | 57 | 5 |
| | | | | | | | | 6 |
| | | | | 31 | 25 | 8,327 | 51 | 7 |
| | | | | 171 | 45 | 4,135 | 58 | 8 |
| | | | | | | 18,100 | 46 | 9 |
| 20 | 28 | | | 90 | 51 | 233 | 58 | 10 |
| | | | | | | | | 11 |
| | | | | | | 10,523 | 45 | 12 |
| | | | | | | 250 | 25 | 13 |
| | | | | | | 31,046 | 54 | 14 |
| | | | | | | 13,969 | 39 | 15 |
| | | | | | | 8,739 | 42 | 16 |
| | | | | 512 | 34 | 1,869 | 45 | 17 |
| | | | | | | 49,314 | 73 | 18 |
| | | | | | | 12,017 | 74 | 19 |
| 26,547 | 55 | | | | | 30,395 | 55 | 20 |
| | | | | | | | | 21 |
| | | | | | | 752,346 | 55 | 22 |
| | | | | | | 19,713 | 15 | 23 |
| | | | | | | | | 24 |
| | | | | | | 124,515 | 68 | 25 |
| | | | | | | | | 26 |
| | | | | | | | | 27 |
| | | | | | | | | 28 |
| | | | | | | 221 | 35 | 29 |
| 776 | 84 | | | | | 814 | 84 | 30 |
| | | | | | | 76,527 | 45 | 31 |
| | | | | | | 507,547 | 53 | 32 |
| | | | | | | | | 33 |
| | | | | | | 32,972 | 22 | 34 |
| | | | | 2,555 | 30 | 32,599 | 49 | 35 |
| | | | | 729 | 20 | 4,766 | 33 | 36 |
| | | | | 118 | 25 | 575 | 37 | 37 |
| | | | | | | 6,857 | 35 | 38 |
| | | | | | | 60,897 | 41 | 39 |
| | | | | | | 136,393 | 54 | 40 |
| | | | | | | | | 41 |
| | | | | | | 70,741 | 71 | 42 |
| | | | | 909 | 44 | 8,088 | 62 | 43 |
| | | | | 490 | 32 | 13,080 | 58 | 44 |
| 74,766 | 45 | 7,074 | 40 | 5,605 | 32 | 2,316,988 | 54 | 45 |

Decreases from 1912:

| | |
|---------------------------------|------------|
| Cypress ties..... | 6,838 |
| Average price cypress ties..... | .02 cents. |

Percentage of total number of ties used in renewals:

| | |
|---------------|-------|
| Oak..... | 96.22 |
| Pine..... | 3.23 |
| Cypress..... | .31 |
| Chestnut..... | .24 |

100.00

TABLE No. 17—RENEWALS OF RAILS AND TIES

| Number | NAME OF COMPANY | WEIGHT PAR YARD | | | |
|--------|---|-----------------|---|--------------|---|
| | | 100 lb. Steel | | 90 lb. Steel | |
| | | Tons | Average Price at Distributing Point—Dollars | Tons | Average Price at Distributing Point—Dollars |
| 1 | Atlantic Coast Line R. R. Co. | | | | |
| 2 | a Atlantic and Danville Ry. Co., The | | | | |
| 3 | b Big Sandy and Cumberland R. R. Co. | | | | |
| 4 | b Big Stone Gap and Powell's Valley R. R. Co. | | | | |
| 5 | b Cape Charles R. R. Co. | | | | |
| 6 | b Carolina, Clinchfield and Ohio Ry. | | | | |
| 7 | b Chesapeake and Ohio Ry. Co., The | | | 2,658 | \$ 28 80 |
| 8 | b Chesapeake and Western R. R. Co. | | | | |
| 9 | b Chesapeake Western Ry. | | | | |
| 10 | b Cumberland Valley and Martinsburg R. R. Co. | | | | |
| 11 | b Danville and Western Ry. Co. | | | | |
| 12 | b Delaware, Maryland and Virginia R. R. Co. | | | | |
| 13 | a Franklin and Pittsylvania R. R. Co. | | | | |
| 14 | b Interstate R. R. Co. | | | | |
| 15 | b Laurel Ry. Co. | | | | |
| 16 | b Louisville and Nashville R. R. Co. | | | 75 | 30 06 |
| 17 | b Marion and Rye Valley Ry. Co. | | | | |
| 18 | b Nelson and Albemarle Ry. Co. | | | | |
| 19 | b New River, Holston and Western R. R. Co. | | | | |
| 20 | b New York, Philadelphia and Norfolk R. R. Co. | | | | |
| 21 | b Norfolk and Portsmouth Belt Line R. R. Co. | | | | |
| 22 | b Norfolk Southern R. R. Co. | | | | |
| 23 | b Norfolk Terminal Ry. Co. | | | | |
| 24 | b Norfolk and Western Ry. Co. | | | | |
| 25 | b Potomac, Fredericksburg and Piedmont R. R. Co. | | | | |
| 26 | b Potomac R. R. Co. | | | | |
| 27 | b Richmond, Fredericksburg and Potomac R. R. Co. | 982 | \$ 29 82 | | |
| 28 | b Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | | | |
| 29 | a Richmond and Mecklenburg R. R. Co. | | | | |
| 30 | b Roaring Fork R. R. Co. | | | | |
| 31 | b Rosslyn Connecting R. R. Co. | | | | |
| 32 | b Seaboard Air Line Ry. | | | | |
| 33 | b Southern Ry. Co. | | | | |
| 34 | b Surry, Sussex and Southampton Ry. Co. | | | | |
| 35 | b Tidewater and Western R. R. Co. | | | | |
| 36 | b Valley Railroad Company of Virginia. | | | | |
| 37 | b Virginia-Carolina Ry. Co. | | | | |
| 38 | b Virginia and Kentucky Ry. Co. | | | | |
| 39 | b Virginia Southern R. R. Co. | | | | |
| 40 | b Virginia and Southwestern Ry. Co. | | | | |
| 41 | b Virginian Ry. Co., The | | | | |
| 42 | c Virginian Terminal Ry. Co., The | | | | |
| 43 | b Washington Southern Ry. Co. | 5 | 29 00 | | |
| 44 | b Winchester and Potomac R. R. Co. | | | | |
| 45 | b Winchester and Strasburg R. R. Co. | | | | |
| Total | | 987 | \$29 82 | 2,733 | \$ 28 53 |

aIncluded with Southern Railway Company.

bNo renewals.

cIncluded with The Virginian Railway Company.

Increases over 1912:

Total tons, 11,823.

Average price per ton, .86 cents.

—VIRGINIA—CONTINUED—NEW RAILS LAID DURING YEAR.

| WEIGHT PER YARD | | | | | | | | | | | |
|-----------------|---|--------------|---|--------------|---|--------------|---|--------------|---|--------|---|
| 85 lb. Steel | | 70 lb. Steel | | 60 lb. Steel | | 50 lb. Steel | | 40 lb. Steel | | TOTAL | |
| Tons | Average Price at Distributing Point—Dollars | Tons | Average Price at Distributing Point—Dollars | Tons | Average Price at Distributing Point—Dollars | Tons | Average Price at Distributing Point—Dollars | Tons | Average Price at Distributing Point—Dollars | Tons | Average Price at Distributing Point—Dollars |
| 1,960 | \$ 30 46 | | | | | | | | | 1,960 | \$ 30 46 |
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| | | 525 | \$ 31 08 | | | | | | | 525 | 31 08 |
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| 243 | 30 71 | 41 | 23 13 | 1 | 13 51 | | | | | 243 | 30 71 |
| | | | | | | | | | | 42 | 22 90 |
| | | | | | | | | | | | |
| 10,067 | 31 00 | | | | | | | | | 10,067 | 31 00 |
| | | | | | | | | | | | |
| 4 | 32 00 | | | | | | | | | 986 | 30 05 |
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| 11,682 | 32 34 | | | | | | | | | 11,682 | 32 34 |
| 5,010 | 29 00 | | | | | | | | | 5,010 | 29 00 |
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| | | | | | | | | 201 | \$ 10 37 | 201 | 10 37 |
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Percentage of total tons steel rails used in renewals:

| | |
|---------------------|-------|
| 100 pounds per yard | 2.83 |
| 90 pounds per yard | 7.84 |
| 85 pounds per yard | 87.11 |
| 70 pounds per yard | 1.63 |
| 60 pounds per yard | .01 |
| 40 pounds per yard | .58 |

100.00

TABLE No. 18—CONSUMPTION

| Number | NAME OF COMPANY | FUEL CONSUMED—TONS | | |
|--------|---|--------------------|-----------|--------|
| | | Freight | Passenger | Mixed |
| 1 | Atlantic Coast Line R. R. Co. | 25,909 | 20,215 | |
| 2 | a Atlantic and Danville Ry. Co., The | | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 695 | | 899 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 126 | 255 | |
| 5 | Cape Charles R. R. Co. | 60 | 365 | 385 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 16,347 | 3,349 | 3,340 |
| 7 | Chesapeake and Ohio Ry. Co., The | 348,228 | 128,993 | 7,835 |
| 8 | b Chesapeake and Western R. R. Co. | | | |
| 9 | Chesapeake Western Ry. | 10 | 1,300 | 1,996 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 703 | 899 | |
| 11 | Danville and Western Ry. Co. | 8,485 | | |
| 12 | c Delaware, Maryland and Virginia R. R. Co. | | | |
| 13 | a Franklin and Pittsylvania R. R. Co. | | | |
| 14 | Interstate R. R. Co. | 1,385 | 2,152 | |
| 15 | Laurel Ry. Co. | 462 | | 88 |
| 16 | Louisville and Nashville R. R. Co. | 41,498 | 5,717 | 2,043 |
| 17 | Marion and Rye Valley Ry. Co. | 1,852 | | 1,852 |
| 18 | Nelson and Albemarle Ry. Co. | | | 1,147 |
| 19 | New River, Holston and Western R. R. Co. | | | 703 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 36,742 | 8,445 | |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | | | |
| 22 | Norfolk Southern R. R. Co. | 4,644 | 3,844 | 2,052 |
| 23 | d Norfolk Terminal Ry. Co. | | | |
| 24 | Norfolk and Western Ry. Co. | 1,133,805 | 127,488 | 12,641 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 345 | | 920 |
| 26 | e Potomac R. R. Co. | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 45,493 | 34,267 | |
| 28 | f Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | | |
| 29 | a Richmond and Mecklenburg R. R. Co. | | | |
| 30 | c Roaring Fork R. R. Co. | | | |
| 31 | c Roanoke Connecting R. R. Co. | | | |
| 32 | Seaboard Air Line Ry. | 46,408 | 17,926 | 1,319 |
| 33 | Southern Ry. Co. | 214,592 | 157,286 | 8,899 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 3,540 | | |
| 35 | Tidewater and Western R. R. Co. | 717 | 277 | 1,046 |
| 36 | Valley Railroad Company of Virginia | 2,466 | 4,876 | 3,080 |
| 37 | Virginia-Carolina Ry. Co. | 29 | 70 | 2,349 |
| 38 | Virginia and Kentucky Ry. Co. | 496 | 451 | 324 |
| 39 | Virginia Southern R. R. Co. | 864 | | 864 |
| 40 | Virginia and Southwestern Ry. Co. | 46,208 | 11,839 | |
| 41 | Virginian Ry. Co., The | 143,076 | 26,063 | |
| 42 | g Virginian Terminal Ry. Co., The | | | |
| 43 | Washington Southern Ry. Co. | 17,022 | 14,718 | |
| 44 | Winchester and Potomac R. R. Co. | 2,226 | 973 | 374 |
| 45 | Winchester and Strasburg R. R. Co. | 5,154 | 1,589 | 891 |
| | Total | 2,149,577 | 573,313 | 54,987 |

aIncluded with Southern Railway Company.

bIncluded with Chesapeake Western Railway.

cNo record kept.

dNot an operating company.

eIncluded with Washington Southern Railway Company.

fIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

gIncluded with The Virginian Railway Company.

OF FUEL IN VIRGINIA.

| FUEL CONSUMED—Tons | | | | Miles Run by Locomotives | Average Pounds Consumed Per Mile | Average Cost at Distributing Point | Number |
|--------------------|-----------|----------------------------|-----------|--------------------------------|---|---|--------|
| Special | Switching | Non- Revenue Service | Total | | | | |
| 77 | 25,289 | 2,891 | 74,381 | 1,312,462 | 113.35 | \$ 2 10 | 1 |
| 172 | | | 1,768 | 22,567 | 156.96 | 1 07 | 2 |
| | | | 381 | 9,932 | 76.83 | 1 25 | 3 |
| | 43 | 1 | 854 | 17,756 | 96.19 | 3 75 | 4 |
| 16 | 2,124 | 289 | 25,465 | 204,419 | 249.15 | 95 | 5 |
| 908 | 77,995 | 4,931 | 568,890 | 6,867,397 | 165.68 | 1 03 | 6 |
| | | | | | | | 7 |
| | 60 | 150 | 3,516 | 84,668 | 83.05 | 2 15 | 8 |
| 2 | | 13 | 1,617 | 28,450 | 113.66 | 2 33 | 9 |
| | | | 8,485 | 208,037 | 81.57 | 2 06 | 10 |
| | | | | | | | 11 |
| | | | | | | | 12 |
| | 2,777 | | 6,314 | 98,338 | 128.42 | 1 00 | 13 |
| | | | 550 | 10,237 | 107.45 | 2 68 | 14 |
| | | 568 | 49,821 | 506,071 | 196.89 | 1 07 | 15 |
| | | | 3,704 | 22,400 | 330.72 | 2 20 | 16 |
| | | | 1,147 | 52,345 | 43.82 | 3 32 | 17 |
| | | | 703 | 17,430 | 83.14 | 2 37 | 18 |
| 36 | 10,410 | 1,626 | 57,259 | 797,166 | 143.66 | 3 50 | 19 |
| | 9,226 | 149 | 9,375 | 194,500 | 96.40 | 2 52 | 20 |
| 160 | 2,025 | 272 | 12,997 | 235,293 | 110.47 | 2 40 | 21 |
| | | | | | | | 22 |
| 742 | 70,152 | 12,908 | 1,357,686 | 13,617,211 | 199.41 | 1 10 | 23 |
| | 140 | | 1,406 | 41,474 | 67.75 | 3 00 | 24 |
| | | | | | | | 25 |
| 106 | 18,364 | 2,762 | 100,991 | 1,805,365 | 111.88 | 2 50 | 26 |
| | | | | | | | 27 |
| | | | | | | | 28 |
| | | | | | | | 29 |
| | | | | | | | 30 |
| | | | | | | | 31 |
| 180 | 9,215 | 2,175 | 77,223 | 1,104,616 | 139.82 | 2 14 | 32 |
| 102 | 39,847 | 8,068 | 428,794 | 6,530,538 | 131.32 | 1 90 | 33 |
| | | | 3,540 | 51,550 | 137.34 | 2 50 | 34 |
| | 1,008 | 106 | 3,154 | 137,470 | 45.89 | 2 82 | 35 |
| 34 | 1,052 | 751 | 12,209 | 170,697 | 143.05 | 1 05 | 36 |
| | | | 2,454 | 32,899 | 149.18 | 2 11 | 37 |
| | | | 1,261 | 15,200 | 165.92 | 90 | 38 |
| | | | 1,728 | 14,880 | 232.26 | 2 50 | 39 |
| 60 | 10,559 | 2,046 | 70,712 | 706,218 | 200.26 | 85 | 40 |
| 105 | 15,654 | 5,345 | 190,243 | 1,528,547 | 248.90 | 1 25 | 41 |
| | | | | | | | 42 |
| 54 | 16,305 | 3,988 | 52,067 | 1,064,017 | 97.87 | 2 46 | 43 |
| 9 | 248 | 16 | 3,846 | 51,712 | 148.74 | 1 05 | 44 |
| 25 | 293 | 46 | 7,998 | 69,478 | 230.23 | 1 05 | 45 |
| 2,787 | 312,786 | 49,076 | 3,142,536 | 37,631,340 | 167.01 | \$ 1 38 | |

Increases over 1912:

Tons of fuel consumed, 148,045 or 4.94 per cent.

Miles run by locomotives, 1,069,687, or 2.93 per cent.

Average pounds consumed per mile, 3.20, or 1.95 per cent.

Average cost per ton, 9 cents.

TABLE No. 19—ACCIDENTS

| Number | NAME OF COMPANY | Average Number of Employees | RESULTING FROM TRAINS. | | | |
|--------|---|-----------------------------|------------------------|---------|------------|---------|
| | | | EMPLOYEES | | PASSENGERS | |
| | | | Killed | Injured | Killed | Injured |
| 1 | Atlantic Coast Line R. R. Co. | 1,274 | 4 | 36 | | 3 |
| 2 | a Atlantic and Danville Ry. Co., The | | | 1 | | |
| 3 | Big Sandy and Cumberland R. R. Co. | 58 | | | | |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 8 | | | | |
| 5 | Cape Charles R. R. Co. | 30 | | | | |
| 6 | Carolina, Clinchfield and Ohio Ry. | 740 | 1 | 4 | | |
| 7 | Chesapeake and Ohio Ry. Co., The | 5,866 | 11 | 73 | | 11 |
| 8 | b Chesapeake and Western R. R. Co. | | | | | |
| 9 | Chesapeake Western Ry. | 70 | 1 | | | |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 53 | | | | |
| 11 | Danville and Western Ry. Co. | 189 | 1 | 10 | | 1 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | 20 | | 1 | | |
| 13 | a Franklin and Pittsylvania R. R. Co. | | | | | |
| 14 | Interstate R. R. Co. | 190 | | 1 | | 9 |
| 15 | Laurel Ry. Co. | 17 | | 1 | | |
| 16 | Louisville and Nashville R. R. Co. | 223 | 1 | 7 | | |
| 17 | Marion and Rye Valley Ry. Co. | 47 | | | | |
| 18 | Nelson and Albemarle Ry. Co. | 36 | | | | |
| 19 | New River, Holston and Western R. R. Co. | 18 | | | | |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 1,276 | 4 | 13 | | 5 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 152 | 2 | 3 | | |
| 22 | Norfolk Southern R. R. Co. | 252 | | 3 | | 9 |
| 23 | Norfolk Terminal Ry. Co. | 40 | | | | |
| 24 | Norfolk and Western Ry. Co. | 13,548 | 15 | 299 | 3 | 11 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 50 | | | | |
| 26 | c Potomac R. R. Co. | | | | | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 1,212 | 2 | 27 | | 11 |
| 28 | d Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | | | | | |
| 29 | a Richmond and Mecklenburg R. R. Co. | | | | | |
| 30 | Roaring Fork R. R. Co. | 22 | | | | |
| 31 | Rosslyn Connecting R. R. Co. | 34 | | 2 | | |
| 32 | Seaboard Air Line Ry. | 769 | 14 | 60 | | 34 |
| 33 | Southern Ry. Co. | 5,536 | 13 | 174 | 1 | 53 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 149 | 2 | | | |
| 35 | Tidewater and Western R. R. Co. | 106 | | 1 | | |
| 36 | Valley Railroad Company of Virginia | 196 | | 2 | | |
| 37 | Virginia-Carolina Ry. Co. | 65 | | | | |
| 38 | Virginia and Kentucky Ry. Co. | 12 | | | | |
| 39 | Virginia Southern R. R. Co. | 38 | | | | |
| 40 | Virginia and Southwestern Ry. Co. | 870 | 1 | 48 | | 3 |
| 41 | Virginian Ry. Co., The | 2,539 | 4 | 13 | | |
| 42 | e Virginian Terminal Ry. Co., The | | | | | |
| 43 | Washington Southern Ry. Co. | 1,487 | 1 | 38 | 1 | 2 |
| 44 | Winchester and Potomac R. R. Co. | 33 | | 1 | | |
| 45 | Winchester and Strasburg R. R. Co. | 64 | | 3 | | 1 |
| | Total | 37,259 | 77 | 821 | 5 | 153 |

aIncluded with Southern Railway Company.

bIncluded with Chesapeake Western Railway.

cIncluded with Washington Southern Railway Company.

dIncluded with Richmond, Fredericksburg and Potomac Railroad Company.

eIncluded with The Virginian Railway Company.

IN VIRGINIA.

| MOVEMENT OF ETC. | | | | RESULTING FROM OTHER CAUSES | | | | | | | | TOTAL ACCIDENTS | | |
|------------------|---------|--------|---------|-----------------------------|---------|------------|---------|--------|---------|--------|---------|-----------------|---------|--------|
| OTHERS | | TOTAL | | EMPLOYEES | | PASSENGERS | | OTHERS | | TOTAL | | Killed | Injured | Number |
| Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | | | |
| 10 | 7 | 14 | 46 | | 35 | | | | | | 35 | 14 | 81 | 1 |
| | | | 1 | | | | | | | | | | 1 | 2 |
| | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | 6 |
| | 3 | 1 | 7 | | 1 | | | | | 1 | 1 | 1 | 8 | 7 |
| 27 | 29 | 38 | 113 | 6 | 151 | | 2 | | 2 | 6 | 155 | 44 | 268 | 8 |
| 1 | 1 | 2 | 1 | | | | | | | | | 2 | 1 | 9 |
| | | | | | | | | | | | | | | 10 |
| | | | 11 | | 7 | | | | | | | | | 11 |
| | | | 1 | | 2 | | | | 3 | | 5 | 1 | 18 | 12 |
| | | | | | | | | | | | | | 6 | 13 |
| 1 | 4 | 1 | 14 | | 3 | | | | | | 3 | 1 | 17 | 14 |
| | | | 1 | | | | | | | | | | 1 | 15 |
| 1 | 2 | 2 | 9 | | 4 | | | | | | 4 | 2 | 13 | 16 |
| | | | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | 18 |
| | | | | | | | | | | | | | | 19 |
| 3 | 4 | 7 | 22 | 1 | 48 | | | | | 1 | 48 | 8 | 70 | 20 |
| | 1 | 2 | 4 | | | | | | | | | 2 | 4 | 21 |
| 3 | | 3 | 12 | | 69 | | | | | | 69 | 3 | 81 | 22 |
| | | | | | | 1 | | | | | 1 | | 1 | 23 |
| 56 | 59 | 74 | 369 | | 1,263 | | | | | | 1,263 | 74 | 1,632 | 24 |
| | | | | | | | | | | | | | | 25 |
| 4 | 6 | 6 | 44 | | 32 | | | | 1 | | 33 | 6 | 77 | 26 |
| | | | | | | | | | | | | | | 27 |
| | | | | | | | | | | | | | | 28 |
| | | | | | | | | | | | | | | 29 |
| | | | 2 | | | | | | | | | | 2 | 30 |
| 5 | 22 | 19 | 116 | | 207 | | | | | | 207 | 19 | 323 | 31 |
| 20 | 46 | 34 | 273 | 1 | 171 | | | | | 1 | 171 | 35 | 444 | 32 |
| | | 2 | | | | | | | | | | 2 | | 33 |
| | | | 1 | | 2 | | | | | | 2 | | 3 | 34 |
| | 1 | | 3 | | 26 | | | | | | 26 | | 29 | 35 |
| 3 | 1 | 3 | 1 | | | | | | | | | 3 | .1 | 36 |
| | | | | | | | | | | | | | | 37 |
| | | | | | | | | | | | | | | 38 |
| 2 | 4 | 3 | 55 | | 61 | | | | | | 61 | 3 | 116 | 39 |
| 3 | 1 | 7 | 14 | | 24 | | | | | | 24 | 7 | 38 | 40 |
| | | | | | | | | | | | | | | 41 |
| 1 | 2 | 3 | 42 | | 63 | | | | | | 63 | 3 | 105 | 42 |
| | | | 1 | | | | | | | | | | 1 | 43 |
| 1 | 1 | 1 | 5 | | 2 | | | | | | 2 | 1 | 7 | 44 |
| | | | | | | | | | | | | | | 45 |
| 141 | 194 | 223 | 1,168 | 8 | 2,171 | | 3 | | 6 | 8 | 2,180 | 231 | 3,348 | |

Increases over 1912:

| | |
|---|-----|
| Accidents resulting from movement of trains—Killed..... | 22 |
| Accidents from other causes—Killed..... | 1 |
| Accidents from other causes—Injured..... | 268 |
| Total number killed, 23, or 11.06 per cent. | |
| Total number injured, 207, or 6.59 per cent. | |
| Total casualties of all kinds..... | 230 |

Decrease from 1912:

| | |
|--|----|
| Accidents resulting from movement of trains—Injured..... | 61 |
|--|----|

TABLE No. 20—TAXES AND

| Number | NAME OF COMPANY | AD VALOREM TAX |
|--------|--|---|
| | | On the Value of Real and Personal Property |
| 1 | Atlantic Coast Line R. R. Co. | \$ 62,150 90 |
| 2 | a Atlantic and Danville Ry. Co., The | |
| 3 | Big Sandy and Cumberland R. R. Co. | 634 35 |
| 4 | Big Stone Gap and Powell's Valley R. R. Co. | 658 60 |
| 5 | Cape Charles R. R. Co. | 667 16 |
| 6 | Carolina, Clinchfield and Ohio Ry. | 24,789 07 |
| 7 | Chesapeake and Ohio Ry. Co., The | 366,223 90 |
| 8 | b Chesapeake and Western R. R. Co. | |
| 9 | Chesapeake Western Ry. | 2,888 56 |
| 10 | Cumberland Valley and Martinsburg R. R. Co. | 2,854 56 |
| 11 | Danville and Western Ry. Co. | 10,169 49 |
| 12 | Delaware, Maryland and Virginia R. R. Co. | 392 45 |
| 13 | a Franklin and Pittsylvania R. R. Co. | |
| 14 | Interstate R. R. Co. | 5,005 48 |
| 15 | Laurel Ry. Co. | 821 37 |
| 16 | Louisville and Nashville R. R. Co. | 25,500 30 |
| 17 | Marion and Rye Valley Ry. Co. | 2,153 51 |
| 18 | Nelson and Albemarle Ry. Co. | 1,170 13 |
| 19 | New River, Holston and Western R. R. Co. | 2,709 99 |
| 20 | New York, Philadelphia and Norfolk R. R. Co. | 30,323 73 |
| 21 | Norfolk and Portsmouth Belt Line R. R. Co. | 3,300 30 |
| 22 | Norfolk Southern R. R. Co. | 12,333 63 |
| 23 | Norfolk Terminal Ry. Co. | 6,267 66 |
| 24 | Norfolk and Western Ry. Co. | 560,400 71 |
| 25 | Potomac, Fredericksburg and Piedmont R. R. Co. | 1,643 66 |
| 26 | c Potomac R. R. Co. | |
| 27 | Richmond, Fredericksburg and Potomac R. R. Co. | 29,096 22 |
| 28 | d Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. | |
| 29 | a Richmond and Mecklenburg R. R. Co. | |
| 30 | Roaring Fork R. R. Co. | 758 10 |
| 31 | Roeslyn Connecting R. R. Co. | 942 24 |
| 32 | Seaboard Air Line Ry. | 76,120 74 |
| 33 | Southern Ry. Co. | 257,772 14 |
| 34 | Surry, Sussex and Southampton Ry. Co. | 3,009 86 |
| 35 | Tidewater and Western R. R. Co. | 3,459 42 |
| 36 | Valley Railroad Company of Virginia. | 8,415 85 |
| 37 | Virginia-Carolina Ry. Co. | 5,943 71 |
| 38 | Virginia and Kentucky Ry. Co. | 446 54 |
| 39 | Virginia Southern R. R. Co. | 1,323 50 |
| 40 | Virginia and Southwestern Ry. Co. | 33,433 83 |
| 41 | Virginian Ry. Co., The | 121,006 82 |
| 42 | e Virginian Terminal Ry. Co., The | |
| 43 | Washington Southern Ry. Co. | 29,481 33 |
| 44 | Winchester and Potomac R. R. Co. | 2,243 52 |
| 45 | Winchester and Strasburg R. R. Co. | 3,450 54 |
| | Total | \$1,701,123 57 |

a Included with Southern Railway Company.

b Included with Chesapeake Western Railway.

c Included with Washington Southern Railway Company.

d Included with Richmond, Fredericksburg and Potomac Railroad Company.

e Included with The Virginian Railway Company.

ASSESSMENTS—STATE OF VIRGINIA.

| SPECIFIC TAX | | | On Property Owned Not Used in Operation and Miscellaneous | Internal Revenue United States Government | TOTAL | Number |
|-------------------------------------|--|---|--|--|----------------|--------|
| On Stocks, Bonds, Loans, etc. | Net Earnings, Revenue or Dividends | On Traffic or Some Physical Quality of Property Operated or on Privilege | | | | |
| \$ 25 00 | \$ 9,853 63 | | | | \$ 72,029 53 | 1 |
| 15 00 | 479 87 | | | | 1,129 22 | 2 |
| 20 00 | 316 01 | | | \$ 82 41 | 658 69 | 3 |
| 75 00 | 5,055 68 | | | | 1,085 58 | 4 |
| 50 00 | 116,726 10 | | | | 29,899 75 | 5 |
| | 826 08 | \$ 50 00 | | | 485,000 00 | 6 |
| 25 00 | | | \$ 57 57 | | 3,764 64 | 7 |
| 25 00 | 2,741 78 | | | | 2,937 15 | 8 |
| 37 50 | | | | | 12,936 27 | 9 |
| | | | | | 429 95 | 10 |
| 25 00 | | 781 97 | 462 50 | 111 73 | 6,966 68 | 11 |
| 15 00 | 108 28 | | | | 644 65 | 12 |
| 25 00 | 7,147 28 | | | | 32,672 48 | 13 |
| 25 00 | 675 92 | | | 144 11 | 2,998 54 | 14 |
| 20 00 | 524 49 | | | 43 33 | 1,757 95 | 15 |
| 22 50 | | | | | 2,732 49 | 16 |
| 25 00 | 21,670 53 | | | | 52,019 31 | 17 |
| 25 00 | 2,024 61 | | | 730 77 | 5,980 58 | 18 |
| | 6,045 38 | | | | 18,379 01 | 19 |
| | | | | 166 68 | 6,434 36 | 20 |
| 75 00 | 224,368 76 | | | | 784,844 47 | 21 |
| 25 00 | 600 29 | | | | 2,268 96 | 22 |
| 25 00 | 12,583 31 | | | | 41,674 53 | 23 |
| | | | | | | 24 |
| | | 20 00 | | | 778 10 | 25 |
| | | 15 00 | | | 1,046 66 | 26 |
| 50 00 | 11,458 02 | | | | 87,628 76 | 27 |
| 120 00 | 85,287 60 | 9 50 | 1,438 77 | 11,809 49 | 356,437 50 | 28 |
| | 1,568 20 | | | | 4,578 08 | 29 |
| 25 00 | 948 51 | | | | 4,432 93 | 30 |
| 25 00 | 1,781 96 | | 281 94 | 146 22 | 10,660 97 | 31 |
| 60 00 | 1,680 96 | | | 573 90 | 8,258 57 | 32 |
| 25 00 | 137 28 | | | | 606 82 | 33 |
| 15 00 | 313 98 | | | 68 79 | 1,731 27 | 34 |
| 25 00 | 9,100 44 | | 172 18 | | 42,733 15 | 35 |
| 50 00 | 38,363 48 | | | | 159,419 30 | 36 |
| | | | | | | 37 |
| 50 00 | 10,734 30 | | | 1,399 17 | 40,664 80 | 38 |
| 20 00 | 655 11 | | 7 18 | | 2,924 81 | 39 |
| 25 00 | 1,127 99 | | 9 59 | 100 84 | 4,713 96 | 40 |
| \$ 1,070 00 | \$ 574,995 25 | \$ 856 47 | \$ 2,429 73 | \$ 15,377 44 | \$2,295,852 46 | 41 |

Increases over 1912:

| | |
|--|-------------|
| Ad valorem tax | \$20,080 28 |
| Specific tax | 53,228 39 |
| On property owned not used in operation or miscellaneous | 589 59 |
| Internal revenue United States Government | 6,094 57 |
| Total tax | 79,992 83 |

REPORTS OF ELECTRIC RAILWAYS

Appalachian Power Company

HISTORY.

Exact name of common carrier making this report—Appalachian Power Company.

Date of organization—May 24, 1911.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Under laws of State of Virginia, chapter II. of an act of the General Assembly of Virginia, entitled "an act concerning corporations," which became a law on May 21, 1903, and any amendment thereto.

What carrier operates the road of this company?—Appalachian Power Company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|----------------------------|-----------------------------|------------------------------------|
| H. M. Byllesby..... | Chicago, Ill..... | } June 15, 1914. |
| Arthur S. Huey..... | Chicago, Ill..... | |
| Otto E. Osthoff..... | Chicago, Ill..... | |
| H. W. Fuller..... | Chicago, Ill..... | |
| J. J. O'Brien..... | Chicago, Ill..... | |
| Frederick W. Stearnes..... | Chicago, Ill..... | |
| R. E. Wiley..... | Chicago, Ill..... | |
| M. A. Viele..... | New York City..... | |
| H. W. Buck..... | New York City..... | |
| W. P. Johnson..... | New York City..... | |
| R. E. Scott..... | Richmond, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|--|--------------------------|
| Chairman of the Board..... | H. M. Byllesby..... | Chicago, Ill. |
| President..... | H. M. Byllesby..... | Chicago, Ill. |
| First Vice-President..... | Arthur S. Huey..... | Chicago, Ill. |
| Second Vice-President..... | Otto E. Osthoff..... | Chicago, Ill. |
| Third Vice-President..... | J. J. O'Brien..... | Chicago, Ill. |
| Secretary..... | R. J. Graf..... | Chicago, Ill. |
| Treasurer..... | R. J. Graf..... | Chicago, Ill. |
| Attorney, or General Counsel..... | Cummins, Stearnes and Milke- witch..... | Chicago, Ill. |
| Auditor..... | W. E. Terry..... | Bluefield, W. Va. |
| General Manager..... | Herbert Markle..... | Bluefield, W. Va. |

Officer to whom correspondence concerning this report should be addressed: Name, Herbert Markle; title, General Manager; address, Bluefield, W. Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—June 15, 1913.

Date of last closing of stock books before end of year for which this report is made—May 25, 1913

Total number of stockholders of record—751.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|-----------------------|-------------------|-------------|-----------------------------------|---|
| | From | To | | |
| Appalachian Power Co. | Bluefield, W. Va. | Graham, Va. | 5.40 | |

MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES
(SINGLE TRACK).

| STATE OR TERRITORY | Line Owned | Total Mileage Operated |
|--|------------|------------------------|
| West Virginia..... | 4.61 | 4.61 |
| Virginia..... | .79 | .79 |
| Total mileage operated (single track)..... | 5.40 | 5.40 |

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES
(SINGLE TRACK).

| STATE OR TERRITORY | Line Owned |
|---|------------|
| West Virginia..... | 4.61 |
| Virginia..... | .79 |
| Total mileage owned (single track)..... | 5.40 |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | Rate | INTEREST | | |
|---|------------------|---------------------|----------------------------------|--|---|------------------------------|--|------|-----------------|------------------------------------|-------------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | | | When Payable | Amount Accrued Dur- ing Year | Amount Paid During Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | |
| First mortgage, 5 per cent. sinking fund bonds (one series) | 1911 | 1941 | \$ 25,000,000 | \$ 6,000,000 | \$ 19,000,000 | | | 5 | J. & J. | \$ 327,000 00 | \$ 327,000 00 |
| Coupon note 6 per cent. convertible. | 1912 | 1914 | 1,000,000 | 500,000 | 500,000 | | | 5 | N. & M. | 18,333 34 | 15,000 00 |
| Total..... | | | \$ 26,000,000 | \$ 6,500,000 | \$ 19,500,000 | | | | | \$ 345,333 34 | \$ 342,000 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|---------------------|-------------------------------------|---|---------------------------------|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds..... | \$6,000,000 00 | \$19,000,000 00 | | | \$ 327,000 00 | \$ 327,000 00 |
| Notes, coupon..... | 500,000 00 | 500,000 00 | | | 18,333 34 | 15,000 00 |
| Total..... | \$6,500,000 00 | \$19,500,000 00 | | | \$ 345,333 34 | \$ 342,000 00 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|--------|
| | | Miles | Amount |
| Capital stock..... | \$ 8,180,000 00 | ----- | • |
| Funded debt..... | 6,500,000 00 | ----- | ----- |
| Total..... | \$ 14,680,000 00 | ----- | ----- |

*Cannot give capitalization per mile of line, as capitalization includes all operations—Electric light power, street railway and water departments in West Virginia and Virginia.

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1912 |
|--|--|
| Cash.....\$ 32,433 67 | Loans and notes payable.....\$ 377,054 58 |
| Bills receivable.....1,508 12 | Accounts payable.....362,023 05 |
| Accounts receivable.....43,907 36 | |
| Materials and supplies.....67,316 65 | |
| Prepaid accounts.....6,857 91 | |
| Total—Cash and current assets.\$ 152,023 71 | Total—Current liabilities.....\$ 739,077 63 |
| Balance—Current liabilities....587,053 92 | |
| Total.....\$ 739,077 63 | Total.....\$ 739,077 63 |

SECURITY FOR FUNDED DEBT.

Bonds issued against entire operations—Electric light and power, street railway and water departments, in West Virginia and Virginia.

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year |
|--|-----------------------------------|-----------------------------|
| ROAD: | | |
| Grading..... | | |
| Ballast..... | | |
| Ties..... | \$ 59 02 | \$ 28,309 27 |
| Rails, rail fastenings and joints..... | | |
| Special work..... | | |
| Transmission system..... | 19 50 | 1,747 16 |
| Shops and carhouses..... | 04 50 | |
| Shop equipment..... | 19 43 | 38 73 |
| Total..... | \$ 162 50 | \$ 30,095 15 |
| EQUIPMENT: | | |
| Cars..... | \$ 7,481 10 | \$ 67 53 |
| RECAPITULATION: | | |
| Road..... | \$ 162 50 | \$ 30,095 15 |
| Equipment..... | 7,481 10 | 67 53 |
| Total..... | \$ 7,643 60 | \$ 30,162 73 |

Explanatory Remarks.

The Appalachian Power Company acquired the street railway, together with public utility operations of electric light and power, and water, in several towns and cities in the States of West Virginia and Virginia, from a syndicate of underwriters, and the entire properties acquired were placed in the plant and franchise account, so we can only give the expenditures by the Appalachian Power Company.

INCOME ACCOUNT.

| | |
|--|---------------|
| Operating revenues..... | \$ 66,841 69 |
| Operating expenses..... | 28,691 97 |
| Net operating revenue..... | \$ 38,149 72 |
| MISCELLANEOUS INCOME: | |
| Other miscellaneous income..... | 124,337 98 |
| Gross income less operating expenses..... | \$ 162,487 63 |
| DEDUCTIONS FROM INCOME: | |
| Taxes— | |
| Miscellaneous..... | \$ 14,549 50 |
| Interest— | |
| On funded debt..... | 215,323 97 |
| Total deductions..... | 229,873 47 |
| Net loss..... | \$ 67,385 82 |
| DISPOSITION OF NET INCOME: | |
| Reserves and special charges, November 30, 1912..... | 27,693 33 |
| Credited to interest during construction as the company was not on operating basis at that time. | |
| Deficit for year..... | \$ 123,865 57 |
| Surplus at beginning of year..... | 44,844 17 |
| Deficit at close of year..... | \$ 81,021 40 |

INCOME ACCOUNT—CONTINUED.

Explanatory Remarks—Miscellaneous Income.

| ITEM | Gross Income | Less Expenses | Net Miscellaneous Income |
|--|-----------------|------------------|--------------------------------|
| Water Department, Welch, West Virginia..... | \$ 6,163 95 | \$ 4,027 89 | \$ 2,136 26 |
| Electric Department, Bluefield, West Virginia..... | 62,674 58 | 25,474 00 | 37,200 58 |
| Electric Department, Pulaski, Va..... | 12,589 70 | 8,930 87 | 3,658 83 |
| Electric Department, Welch, West Virginia..... | 12,728 61 | 7,403 52 | 5,325 09 |
| Electric Department, Keystone, West Virginia..... | 14,445 72 | 8,469 14 | 5,976 58 |
| Electric Department, Marion, Va..... | 8,328 48 | 6,710 80 | 1,617 68 |
| Electric Department, Wytheville, Va..... | 8,474 69 | 5,442 78 | 3,031 91 |
| Electric Department, Pocahontas, Va..... | 13,308 97 | 7,257 91 | 6,051 06 |
| Electric Department, Bromwell, West Virginia..... | 4,643 88 | 3,132 20 | 1,511 68 |
| Power Department, West Virginia and Virginia..... | 168,681 00 | 112,305 24 | 56,375 76 |
| Electric Department, Galax, Virginia..... | 1,625 83 | 877 74 | 748 09 |
| Electric Department, Dublin, Virginia..... | 253 68 | 181 55 | 72 13 |
| Electric Department, Christiansburg, Virginia..... | 1,976 07 | 1,343 79 | 632 28 |
| Total..... | \$ 315,895 16 | \$ 191,557 23 | \$ 124,337 93 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|------------------|---|------------------|---------------------------|-----------------|
| Total | | Total | Increase | Decrease |
| \$ 162 50 | Cost of road..... | \$ 30,095 18 | \$ 29,932 68 | |
| 7,481 10 | Cost of equipment..... | 67 55 | | \$ 7,413 55 |
| 1,498,475 63 | Cash and current assets..... | 152,023 71 | | 1,346,451 92 |
| 12,499,015 24 | Other assets..... | 15,200,449 17 | 701,433 93 | |
| | Deficit..... | 81,021 40 | 81,021 40 | |
| \$ 14,006,134 47 | Grand total..... | \$ 15,463,657 01 | \$ 2,812,388 01 | \$ 1,353,865 47 |
| | LIABILITIES | | | |
| \$ 2,180,000 00 | Capital stock, preferred..... | \$ 2,180,000 00 | | |
| 6,000,000 00 | Capital stock, common..... | 6,000,000 00 | | |
| 5,450,000 00 | Funded debt..... | 6,500,000 00 | \$ 1,050,000 00 | |
| 295,078 35 | Current liabilities..... | 739,077 63 | 443,999 28 | |
| | ACCRUED LIABILITIES | | | |
| 2,904 72 | Taxes accrued and not yet due.. | 12,432 98 | 9,528 26 | |
| 31,791 70 | Interest on funded debt accrued and not yet due..... | 26,041 67 | | \$ 5,750 03 |
| | Miscellaneous interest accrued and not yet due..... | 3,170 50 | 3,170 50 | |
| 273 58 | Accrued bad debts..... | 456 67 | 183 09 | |
| 5 42 | Tickets receivable..... | 487 94 | 482 52 | |
| 90 11 | Transfer account..... | 1,367 23 | 1,277 12 | |
| 146 42 | Consumers deposits..... | 770 04 | 623 62 | |
| 44,844 17 | Accrued loss and damages..... | Cr. 147 65 | | 147 65 |
| | Surplus..... | | | 44,844 17 |
| \$ 14,006,134 47 | Grand total..... | \$ 15,463,657 01 | \$ 1,509,264 39 | \$ 50,741 85 |

IMPORTANT CHANGES DURING THE YEAR.

All new funded debt issued—\$550,000.00 issued and held in treasury, \$500,000.00 coupon notes issued.

Blue Ridge Light and Power Company

HISTORY.

Exact name of common carrier making this report—Blue Ridge Light and Power Company.

Date of organization—June 2, 1905.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Not a consolidated company.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—City Street Car Company, West Virginia, charter bought under receivership sale by Blue Ridge Light and Power Company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|---------------------------|----------------------------------|------------------------------------|
| T. G. Basinger..... | 36 N. Augusta St., Staunton, Va. | February 1, 1914. |
| S. D. Timberlake, Jr..... | Staunton, Va. | |
| R. E. R. Nelson..... | Staunton, Va. | |
| Chas. M. East..... | Staunton, Va. | |
| J. M. Spotts..... | Staunton, Va. | |
| John D. White..... | Staunton, Va. | |
| J. F. Cassell..... | Staunton, Va. | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|---------------------------|--------------------------|
| President..... | T. G. Basinger..... | Staunton, Va. |
| First Vice-President..... | S. D. Timberlake, Jr..... | Staunton, Va. |
| Secretary..... | R. E. R. Nelson..... | Staunton, Va. |
| Treasurer..... | G. E. Davis..... | Staunton, Va. |
| Attorney, or General Counsel..... | Timberlake & Nelson..... | Staunton, Va. |
| General Manager..... | T. G. Basinger..... | Staunton, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, T. G. Basinger; title, President; address, Staunton, Va.

Explanatory Remarks.

The entire business management of the property is in the hands of T. G. Basinger, whose duties include those of all ordinary officers.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—February 24, 1913.

Date of last closing of stock books before end of year for which this report is made—Closed since date of organization.

Total number of stockholders of record—7.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1912?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|-------------------------|-------|-----------------------------------|---|
| | From | To | | |
| Blue Ridge Light and Power Company | In city of Staunton ... | ..... | 5.30 | ..... |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | Rate | INTEREST | | |
|-------------------------------------|------------------|---------------------|----------------------------------|--|---|------------------------------|--|------|-----------------|------------------------------------|-------------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | | | When Payable | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Plain bonds, debentures and notes-- | 1911 | ---- | \$ 4,580 | \$ 4,580 | ---- | ---- | \$ 4,580 | 6 | Monthly | \$ 274 90 | \$ 274 90 |
| | 1913 | ---- | 20,000 | 20,000 | ---- | ---- | 20,000 | ---- | ---- | ---- | ---- |
| Total..... | ---- | ---- | \$ 24,580 | \$ 24,580 | ---- | ---- | \$ 24,580 | ---- | ---- | \$ 274 90 | \$ 274 90 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|--|-------------------------------------|---|---------------------------------|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Plain bonds, debentures and notes..... | \$ 24,580 80 | ----- | ----- | \$ 24,580 80 | ----- | ----- |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|-------------|
| | | Miles | Amount |
| Capital stock..... | \$ 25,000 00 | 5.30 | \$ 4,716 98 |
| Funded debt..... | 24,580 80 | 5.30 | 4,637 74 |
| Total..... | \$ 49,580 80 | 5.30 | \$ 9,354 72 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 |
|--|--|
| Cash.....\$ 823 13 | Loans and notes payable.....\$ 200 00 |
| Total—Cash and current assets \$ 823 13 | Total—Current liabilities.....\$ 200 00 |
| | Balance—Cash assets.....623 13 |
| Total.....\$ 823 13 | Total.....\$ 823 13 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD OR TRACKS MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--------------------------------|--------------------------|----|-------|--|--|
| | From | To | Miles | | |
| Plain bonds..... | All of road..... | | 5.30 | \$ 4,637 | 63 lots of land adjoining city limits, 312 shares stock of Staunton Park Addition Company, par value \$100.00, 610 shares stock Virginia Power Company, par value \$10.00. |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Total Cost to June 30, 1913 |
|--|-----------------------------------|-----------------------------|-----------------------------------|
| ROAD: | | | |
| Engineering and superintendence..... | \$ 496 57 | \$ 173 00 | \$ 669 57 |
| Grading..... | | 767 36 | 767 36 |
| Ballast..... | | 73 55 | 73 55 |
| Ties..... | 470 02 | 732 12 | 1,202 14 |
| Rails, rail fastenings and joints..... | | 2,890 53 | 2,890 53 |
| Special work..... | | 1 75 | 1 75 |
| Paving..... | | 150 13 | 150 13 |
| Track laying and surfacing..... | 5,388 42 | 1,218 41 | 6,604 83 |
| Roadway tools..... | | 50 27 | 50 27 |
| Bridges, trestles and culverts..... | | 1 00 | 1 00 |
| Distribution system..... | | 529 55 | 529 55 |
| Shops and carhouses..... | 1,067 36 | 63 85 | 1,131 21 |
| Shop equipment..... | | 63 95 | 63 95 |
| Cost of road purchased..... | 26,961 98 | | 26,961 98 |
| Total..... | \$ 34,384 35 | \$ 6,713 47 | \$ 41,097 82 |
| GENERAL EXPENDITURES: | | | |
| Interest..... | \$ 270 00 | \$ 49 61 | \$ 319 61 |
| Injuries and damages..... | 19 00 | | 19 00 |
| Taxes..... | 596 57 | 325 70 | 922 27 |
| Miscellaneous..... | 1,656 12 | 12 60 | 1,668 72 |
| Total..... | \$ 2,541 69 | \$ 387 91 | \$ 2,929 60 |
| RECAPITULATION | | | |
| Road..... | \$ 31,601 66 | \$ 6,713 47 | \$ 38,315 13 |
| General expenditures..... | 2,541 69 | 387 91 | 2,929 60 |
| Total..... | \$ 34,143 35 | \$ 7,101 38 | \$ 41,244 73 |
| Cost of road per mile of line..... | \$ 7,022 59 | | \$ 7,229 27 |
| General expenditures per mile of line..... | 564 82 | | 552 75 |
| Total per mile of line..... | \$ 7,587 41 | | \$ 7,782 02 |

Explanatory Remarks.

Figures given for year ending June 30, 1912, are taken from report made for that period. Figures for column of additions are from January 25, 1913, to June 30, 1913, only. No records of any kind were kept prior to January 25, 1913, and it is impossible for the present management to make any report for such period.

INCOME ACCOUNT.

| | | |
|---|-----------|--------------|
| Operating revenues..... | | \$ 12,319 45 |
| Operating expenses..... | | 8,327 25 |
| Gross income less operating expenses..... | | \$ 3,992 20 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes— | | |
| On real and personal property..... | \$ 286 00 | |
| On earnings..... | 123 19 | |
| Interest— | | |
| On funded debt..... | 270 00 | |
| Total deductions..... | | 679 19 |
| Net income..... | | \$ 3,313 01 |

Explanatory Remarks.

Figures given above are mere estimates, and are unreliable. What became of the "net income" is not known, except that it appears to have been applied to the payment of floating debts, of which there was no record. At any rate, when the present management took possession, there was no cash on hand at all.

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

Other than Railway Stocks.

| NAME * | Total Par Value of Securities Owned | DIVIDENDS DECLARED | | Valuation of Securities Owned |
|--------------------------------------|---|--------------------|--------|-------------------------------------|
| | | Rate | Amount | |
| 312 shares Staunton Park Addition Co | \$ 31,200 00 | ----- | ----- | \$ 3,000 00 |
| 650 shares Virginia Power Co..... | 6,500 00 | ----- | ----- | 600 00 |
| Total..... | \$ 37,700 00 | ----- | ----- | \$ 3,600 00 |

Explanatory Remarks.

The company was the owner of the entire capital stock of the Virginia Power Corporation, an incorporated company of the State of Virginia, having a capital stock of 650 shares of par value of \$10.00 each, being a total of \$6,500. The charter of this corporation was forfeited for non-payment of taxes in the year 1912, and the stock is not regarded as an asset by the company making this report.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | ASSETS | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|---------------|---------------------------------|--------------|---------------|---------------------------|----------|
| Total | | | Total | Increase | Decrease |
| \$ 32,216 57 | Cost of road..... | \$ 41,097 87 | | | |
| 2,541 69 | General expenditures..... | 2,929 60 | | \$ 387 91 | |
| | OTHER PERMANENT INVESTMENTS | | | | |
| | Stocks owned..... | 3,600 00 | | | |
| | Lands owned..... | 1,530 20 | | | |
| 156 96 | Cash and current assets..... | 623 13 | | 780 09 | |
| 4,092 13 | OTHER ASSETS | | | | |
| | Deficit..... | | | | |
| \$ 38,392 54 | Grand total..... | \$ 49,780 80 | | | |
| | LIABILITIES | | | | |
| \$ 25,000 00 | Capital stock, common..... | \$ 25,000 00 | | | |
| | Funded debt..... | 24,580 80 | | | |
| | Current liabilities..... | 200 00 | | \$ 200 00 | |
| | ACCRUED LIABILITIES | | | | |
| 8,000 00 | Taxes accrued and not yet due.. | | | | |
| 5,392 44 | Reserves..... | | | | |
| \$ 38,392 44 | Grand total..... | \$ 49,780 80 | | | |

Explanatory Remarks.

It is not possible to make any comparison of the period for which this report is made with the preceding period. Figures on the left-hand are taken chiefly from the preceding report, but it is manifestly impossible that there should have been \$8,000.00 of "accrued liabilities." It is impossible to state what taxes were "accrued and not yet due" until the assessments are made, and if they have been made, they have not been communicated to the company.

IMPORTANT CHANGES DURING THE YEAR.

On January 25, 1913, the entire capital stock of the Blue Ridge Light and Power Company was purchased from the former owners, and the entire management of the property changed hands. No records of any operations of the company were found, the total bookkeeping consisting of a lot of check stubs, many of which were blank. No other changes have occurred, the management attempting only to rehabilitate the property to some extent, and otherwise to carry on the business under already existing contracts, until a thorough re-organization could be undertaken.

Charlottesville and Albemarle Railway Company

HISTORY.

The Charlottesville and University Street Railway Company was chartered by the legislature of Virginia, March 30, 1887. See Acts 1887 extra session, page 21 and page 532.

On December 18, 1895, an act of the legislature was passed authorizing the Charlottesville and University Street Railway Company to change its name to the Charlottesville City and Suburban Railway Company. See Acts 1895-96, page 23. This company built the horse car line in Charlottesville.

The electric line was built by the Piedmont Construction and Improvement Company, which was incorporated under act of the legislature of Virginia on March 4, 1890. Acts 1889-90, page 917.

The name of the Piedmont Construction and Improvement Company was changed to the Piedmont Traction Company by authority of act of legislature passed January 11, 1896. Acts 1895-6, page 56.

On July 31, 1896, the Piedmont Traction Company conveyed to the Charlottesville City and Suburban Railway Company all its property in Charlottesville and Albemarle county and all its franchises relating to said property.

On September 14, 1900, the Charlottesville and University of Virginia Electric Light and Gas Company conveyed its property and franchises to the Charlottesville City and Suburban Railway Company.

The last named company was incorporated by the judge of the circuit court of Albemarle county on December 27, 1887, and the right to locate its poles and wires on the streets and alleys of the town was granted by an act of legislature approved February 8, 1888. Acts 1887-8, page 112.

At the time of the conveyance of the property of the Electric Light, etc., Company there was a consolidation of that company with the Charlottesville City and Suburban Railway Company in pursuance of the powers contained in the charters of both companies. See consolidation agreement filed in office of board of public works. At the same time, the Charlottesville City and Suburban Railway Company acquired the property of the Consolidated Ice and Electric Company and of the Jefferson Park Company.

There was then outstanding 1,400 shares, \$75,000 of the stock of the Charlottesville City and Suburban Railway Company, \$25,000 first and \$50,000 second mortgage bonds of said company. The reorganization was on the following basis—New mortgage dated September 15, 1900, for \$150,000—proceeds of mortgage applied as follows:

HISTORY—CONTINUED.

| | |
|--|---------------|
| For purchase of 701 shares of capital of Charlottesville City and Suburban Railway Company..... | \$ 10,000 00 |
| In treasury of company to meet first mortgage bonds..... | 25,000 00 |
| Exchanged for \$50,000 second mortgage bonds..... | 35,000 00 |
| To meet Jefferson Park Company's bonds..... | 10,000 00 |
| In exchange for part (\$25,000) Charlottesville and University Electric Light and Gas Company's bonds..... | 25,000 00 |
| To aid in retiring \$40,000 consolidated light and electric bonds..... | 32,000 00 |
| In treasury of company for improvement..... | 13,000 00 |
| | <hr/> |
| | \$ 150,000 00 |

The 701 shares of stock mentioned above were issued to the bondholders and stockholders of the Consolidated Ice and Electric Company and the Charlottesville and University Electric Light and Gas Company to retire the balance of the stock and bonds paid company, of which \$25,000 was re-issued to stock and bondholders of Charlottesville and University of Virginia Electric Light and Gas Company.

On November 10, 1903, after proper advertising, the effects of the Charlottesville City and Suburban Railway Company were sold at public auction, under the second mortgage, \$150,000, and purchased by a committee of the second mortgage bondholders, subject to the first mortgage of \$25,000, for a bid of \$50,000. A new company was then formed, viz.: Charlottesville and Albemarle Railway Company, under a charter granted by the Corporation Commission with \$70,000 capital stock. This company assumed the first mortgage of \$25,000 and issued a new mortgage for \$75,000.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-------------------|-----------------------------|------------------------------------|
| C. M. Bolton..... | Charlottesville, Va..... | } |
| F. C. Todd..... | Charlottesville, Va..... | |
| J. L. Livers..... | Charlottesville, Va..... | |
| Norman James..... | Baltimore, Md..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|--|-------------------|--------------------------|
| President..... | C. M. Bolton..... | Charlottesville, Va. |
| First Vice-President..... | Norman James..... | Baltimore, Md. |
| Secretary, Treasurer, ex-off. Auditor..... | F. C. Todd..... | Charlottesville, Va. |
| Assistant Treasurer..... | W. L. Cooke..... | Charlottesville, Va. |
| General Manager..... | J. L. Livers..... | Charlottesville, Va. |
| Chief Engineer..... | C. L. Carter..... | Charlottesville, Va. |
| Traffic Manager..... | R. H. Fife..... | Charlottesville, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, J. L. Livers; title, General Manager; address, Charlottesville, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—October 8, 1912.

Date of last closing of stock books before end of year for which this report is made—June 14, 1913.

Total number of stockholders of record—5.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1912?—No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1912?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|--------------------------------|-------------------------|-----------------------------------|---|
| | From | To | | |
| Charlottesville and Albemarle Ry. Co. | Seventh St., east on Main..... | Madison Hall, U. Va.... | 1.59 | 3.28 |
| | Main, on Lynchburg road | Jefferson Park..... | 1.69 | |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--------------------------------|---------------------------|---------------------|--------|--|---|
| | From | To | Miles | | |
| First mortgage..... | Seventh street, east..... | Madison Hall..... | } 3.28 | \$ 28,231 { | All equipment and other property. Income not mortgaged. |
| Second mortgage..... | Lynchburg road..... | Jefferson Park..... | | | |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Deductions During Year | Total Cost to June 30, 1913 |
|---|-----------------------------------|-----------------------------|------------------------------|-----------------------------------|
| ROAD: | | | | |
| Engineering and superintendence..... | | \$ 4,903 63 | | \$ 4,903 63 |
| Other land used in electric railway operations..... | \$ 50,000 00 | | \$ 5,433 82 | 44,566 18 |
| Grading..... | | 329 71 | | 329 71 |
| Ballast..... | | 907 63 | | 907 63 |
| Ties..... | | 398 23 | | 398 23 |
| Rails, rail fastenings and joints..... | | 713 40 | | 713 40 |
| Special work..... | | 554 85 | | 554 85 |
| Track laying and surfacing..... | | 1,125 55 | | 1,125 55 |
| Roadway tools..... | | 247 41 | | 247 41 |
| Bridges, trestles and culverts..... | | 237 39 | | 237 39 |
| Crossings, fences, cattle guards and signs..... | | 55 | | 55 |
| Poles and fixtures..... | | 3,840 23 | | 3,840 23 |
| Distribution system..... | 17,241 05 | 6,184 24 | | 23,425 29 |
| Power-plant buildings..... | 2,000 00 | 931 27 | | 2,931 27 |
| General office buildings..... | 281 30 | 1,129 88 | | 1,411 18 |
| Shops and carhouses..... | 500 00 | 956 41 | | 1,456 41 |
| Stations, waiting rooms and miscel- laneous buildings..... | 610 00 | 15 30 | | 625 30 |
| Power-plant equipment..... | 28,129 53 | 9,922 24 | | 38,051 77 |
| Shop equipment..... | | 116 68 | | 116 68 |
| Park and resort property..... | 5,206 00 | 2,612 56 | | 7,818 56 |
| Cost of road purchased..... | 38,531 25 | | | 38,531 25 |
| Total..... | \$142,499 13 | \$ 35,127 16 | \$ 5,433 82 | \$ 172,192 47 |
| EQUIPMENT: | | | | |
| Cars..... | \$ 8,250 00 | \$ 4,005 64 | | \$ 12,255 64 |
| Electric equipment of cars..... | | 476 27 | | 476 27 |
| Other rail equipment..... | | 510 00 | | 510 00 |
| Miscellaneous equipment..... | 637 00 | 19,810 06 | | 20,447 06 |
| Total..... | \$ 8,887 00 | \$ 24,801 97 | | \$ 33,688 97 |
| GENERAL EXPENDITURES: | | | | |
| Injuries and damages..... | | \$ 62 50 | | \$ 62 50 |
| Miscellaneous..... | \$ 324 00 | 4,033 35 | | 4,357 35 |
| Total..... | \$ 324 00 | \$ 4,095 85 | | \$ 4,419 85 |
| RECAPITULATION: | | | | |
| Road..... | \$142,499 13 | \$ 35,127 16 | \$ 5,433 82 | \$ 172,192 47 |
| Equipment..... | 8,887 00 | 24,801 97 | | 33,688 97 |
| General expenditures..... | 324 00 | 4,095 85 | | 4,419 85 |
| Total..... | \$151,710 13 | \$ 64,024 98 | \$ 5,433 82 | \$ 210,301 29 |
| Cost of road per mile of line..... | \$ 45,237 82 | \$ 10,709 50 | \$ 1,656 65 | \$ 52,497 70 |
| Cost of equipment per mile of line..... | 2,821 27 | 7,561 58 | | 10,271 03 |
| General expenditures per mile of line..... | 102 85 | 1,248 72 | | 1,347 51 |
| Total per mile of line..... | \$ 48,161 94 | \$ 19,519 80 | \$ 1,656 65 | \$ 64,116 24 |

Citizens Railway, Light and Power Company

HISTORY.

Exact name of common carrier making this report—Citizens Railway Light and Power Company.

Date of organization—February 9, 1900.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Chartered February 9, 1900. Acts 1899-1900, page 330.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Peninsula Railway Company, chartered 1898, State of Virginia; Chesapeake and Hampton Roads Railway Company, chartered January 25, 1897, State of Virginia, acts 1897-1898; Peninsula Electric Light and Power Company, chartered August 28, 1891, circuit court of Warwick county, Va.

Date and authority for each consolidation—Authorized by the charter of respondent company and effective immediately.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-------------------------|-----------------------------|------------------------------------|
| C. Loomis Allen..... | Syracuse, N. Y..... | } March 18, 1914. |
| E. F. Peck..... | Schenectady, N. Y..... | |
| C. D. Dickey..... | New York, N. Y..... | |
| W. J. Payne..... | Richmond, Va..... | |
| Jas. May Duone..... | New York, N. Y..... | |
| B. H. Griswold, Jr..... | Baltimore, Md..... | |
| Jno. Oppen, Jr..... | Baltimore, Md..... | |
| J. N. Shannahan..... | Hampton, Va..... | |
| L. P. Stearnes..... | Newport News, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------------------|-------------------------|--------------------------|
| President..... | C. Loomis Allen..... | Syracuse, N. Y. |
| First Vice-President..... | E. F. Peck..... | Schenectady, N. Y. |
| Second Vice-President..... | J. N. Shannahan..... | Hampton, Va. |
| Secretary..... | W. Stewart..... | Hampton, Va. |
| Treasurer..... | W. Stewart..... | Hampton, Va. |
| Attorney..... | C. Gordon Cummings..... | Hampton, Va. |
| Attorney..... | E. M. Braxton..... | Newport News, Va. |
| Auditor..... | Richard M. Booker..... | Hampton, Va. |
| General Manager..... | J. N. Shannahan..... | Hampton, Va. |
| Chief Engineer..... | C. D. Porter..... | Hampton, Va. |
| Superintendent..... | B. J. Megginson..... | Hampton, Va. |
| General Freight Agent..... | Thornton F. Jones..... | Hampton, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, Richard M. Booker; title, Auditor; address, Hampton, Va.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

| NAME | CONTROL | | | | |
|--|---------------|-------------------------|--------|--------------------|---|
| | Sole or Joint | How Established | Extent | Direct or Indirect | Other Parties to Agreement For Joint Control |
| <i>Active Corporations:</i> Hampton Roads Traction Company..... | Joint.. | Acquisition of stock... | 49% | Direct... | Newport News and Old Point Railway and Electric Co. |

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—March 18, 1913.
Date of last closing of stock books before end of year for which this report is made—Not closed.
Total number of stockholders of record—11.
Has each share of stock one vote?—Yes.
Has any issue of securities contingent voting rights?—No.
Has any issue of securities special privileges in the election of directors?—No.
Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1912?—Yes. If control was so held, state:
(a) The form of control, whether sole or joint—Sole.
(b) The name of the controlling corporation or corporations—Newport News and Old Point Railway and Electric Company.
(c) The manner in which control was established—Ownership of stock.
(d) The extent of control—Own 1,950 shares out of 2,000.
(e) Whether control was direct or indirect—Direct.
Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1912?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|---------------------------------|------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Line Owned:</i> Citizens Ry. Light and Power Co..... | City of Newport News Va..... | | 3.80 | |
| Citizens Ry. Light and Power Co..... | Ivy avenue..... | Warwick county..... | 1.11 | 4.91 |
| <i>Line Operated:</i> Newport News and Old Point Ry. and Elec. Co. | Newport News, Va, shipyard..... | Twenty-fifth street... | 1.00 | 1.00 |
| Total mileage operated..... | | | 5.91 | 5.91 |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | INTEREST | | |
|-----------------------------------|------------------|---------------------|----------------------------------|--|---|------------------------------|--|-----------------|------------------------------------|-------------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | Total Par Value Not Held by Respondent Corporation | When Payable | Amount Accrued Dur- ing Year | Amount Paid During Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | |
| First..... | 1900 | 1940 | \$ 800,000 | \$ 800,000 | ----- | ----- | \$ 800,000 | 5 | \$ 40,000 00 | \$ 40,000 00 |
| Income bonds..... | 1900 | 1940 | 100,000 | 76,000 | ----- | ----- | 76,000 | 6 | 4,560 00 | 4,560 00 |
| Total..... | ----- | ----- | \$ 900,000 | \$ 876,000 | ----- | ----- | \$ 876,000 | ----- | \$ 44,560 00 | \$ 44,560 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|-----------------------------|-------------------------------------|---|---------------------------------|---|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | Total Par Value Held by Respondent Corporation | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| <i>Mortgage bonds</i> | \$ 800,000 00 | ----- | ----- | ----- | \$ 800,000 00 | \$ 40,000 00 | \$ 40,000 00 |
| <i>Income bonds</i> | 76,000 00 | ----- | ----- | ----- | 76,000 00 | 4,560 00 | 4,560 00 |
| Total..... | \$ 876,000 00 | ----- | ----- | ----- | \$ 876,000 00 | \$ 44,560 00 | \$ 44,560 00 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|---------------|
| | | Miles | Amount |
| Capital stock..... | \$ 200,000 00 | 4.91 | \$ 40,733 20 |
| Funded debt..... | 878,000 00 | 4.91 | 178,411 40 |
| Total..... | \$1,078,000 00 | 4.91 | \$ 219,144 60 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 |
|--|--|
| Cash.....\$ 8,734 58 | Loans and notes payable.....\$ 158,650 00 |
| Bills receivable.....50,000 00 | Accounts payable.....41,401 79 |
| Accounts receivable.....125,248 79 | Matured interest on funded debt un- |
| Materials and supplies.....12,391 68 | paid.....176 00 |
| Prepaid accounts.....867 36 | Miscellaneous matured interest un- |
| Miscellaneous: | paid.....16,505 82 |
| Interest and dividends receivable... 16,950 00 | Miscellaneous: |
| Suspense accounts.....55,100 18 | Liability deposits.....7,916 42 |
| | Ticket float.....506 70 |
| Total—Cash and current assets.\$269,292 59 | Total—Current liabilities.....\$ 225,155 73 |
| | Balance—Cash assets.....44,136 86 |
| Total.....\$269,292 59 | Total.....\$ 269,292 59 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|----------------------------------|---|---------------------------------------|-------|--|---|
| | From | To | Miles | | |
| First mortgage, 5 per cent | 55th street, Huntington avenue, also 34th street line | Ivy ave. pier, 23rd st. line | 4.91 | \$ 144,665 | Power plant and buildings, equipment, also all electric light lines, ice plant, horses and wagons, furniture and fix- tures, also 760 shares stock, par \$76,- 000.00, 150 bonds at \$500.00, \$75,000.00, Newport News Gas Co. Six per cent. mortgage on all surplus above fixed charges. |
| Six per cent. income bonds ..... | ..... | ..... | 4.91 | 13,743 | |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Total Cost to June 30, 1913 |
|---|-----------------------------------|-----------------------------------|
| ROAD: | | |
| Right of way | \$ 959,536 71 | \$ 959,536 71 |
| Paving | 47,267 77 | 47,267 77 |
| Track laying and surfacing | 1,220 19 | 1,220 19 |
| General office buildings | 608 44 | 608 44 |
| Power-plant equipment | 8,230 64 | 8,230 64 |
| Total | \$ 1,016,863 75 | \$ 1,016,863 75 |
| EQUIPMENT: | | |
| Total | \$ 72,658 72 | \$ 72,658 72 |
| GENERAL EXPENDITURES: | | |
| Miscellaneous | \$ 4,875 08 | \$ 4,875 08 |
| RECAPITULATION: | | |
| Road | \$ 1,016,863 75 | \$ 1,016,863 75 |
| Equipment | 72,658 72 | 72,658 72 |
| General expenditures | 4,875 08 | 4,875 08 |
| Total | \$ 1,094,397 55 | \$ 1,094,397 55 |
| Cost of road per mile of line | \$ 207,100 56 | \$ 207,100 56 |
| Cost of equipment per mile of line | 14,798 11 | 14,798 11 |
| General expenditures per mile of line | 992 89 | 992 89 |
| Total per mile of line | \$ 222,891 56 | \$ 222,891 56 |

INCOME ACCOUNT.

| | | |
|--|--------------|---------------|
| Operating revenues | | \$ 29,314 91 |
| Operating expenses | | 24,701 64 |
| Net operating revenue | | \$ 4,613 27 |
| MISCELLANEOUS INCOME: | | |
| Income from securities owned | \$ 17,004 00 | |
| Other miscellaneous income | 79,848 60 | |
| | | 96,852 60 |
| Gross income less operating expenses | | \$ 101,465 87 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes— | | |
| Miscellaneous | \$ 5,131 37 | |
| Interest— | | |
| On funded debt | 44,560 00 | |
| On floating debt | 4,069 26 | |
| Other deductions from income | 3,000 00 | |
| Total deductions | | 56,760 63 |
| Net income | | \$ 44,705 24 |
| Surplus for year | | \$ 44,705 24 |
| Surplus at beginning of year | | 222,033 25 |
| | | \$ 266,738 49 |
| Debits: | | |
| Accounts receivable, electric and wiring | | 5,230 28 |
| Surplus at close of year | | \$ 261,508 21 |

INCOME ACCOUNT—CONTINUED.

Miscellaneous Income.

| ITEM | Gross Income | Less Expenses | Net Miscellaneous Income |
|--|-----------------|------------------|--------------------------------|
| Electric light. | \$ 102,032 86 | \$ 46,048 35 | \$ 55,984 51 |
| Ice plant. | 52,136 60 | 30,072 51 | 22,064 09 |
| Newport News Gas Company interest on loans. | | | 1,800 00 |
| Total. | | | \$ 79,848 60 |
| Track and terminal privileges. | | | \$ 3,000 00 |

RAILWAY STOCKS OWNED.

Active Corporations.

| NAME OF CORPORATION AND SECURITY | PAR VALUE OF STOCKS OWNED NOT HELD IN SINKING OR OTHER FUNDS | | VALUATION OF STOCKS OWNED |
|---|--|---------------|---------------------------------|
| | Unpledged | Pledged | |
| Stock of corporations whose property does not form a part of the system of respondent corporation: Hampton Roads Traction Company. | | \$ 246,500 00 | |

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

Other than Railway Stocks.

| NAME | Total Par Value of Securities Owned | DIVIDENDS DECLARED | | Valuation of Securities Owned |
|-------------------------------------|---|--------------------|--------------|-------------------------------------|
| | | Rate | Amount | |
| Newport News Gas Co. | \$ 77,000 00 | | | \$ 77,000 00 |
| Newport News Distilled Ice Co. | 52,100 00 | | \$ 12,504 00 | 47,718 53 |
| Total. | \$ 129,100 00 | | \$ 12,504 00 | \$ 124,718 53 |

Other than Railway Funded Debt.

| NAME | Total Par Value of Securities Owned | INTEREST ACCRUED | | Valuation of Securities Owned |
|---------------------------|---|------------------|-------------|-------------------------------------|
| | | Rate | Amount | |
| Newport News Gas Co. | \$ 75,000 00 | 6 | \$ 4,500 00 | \$ 75,000 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|-----------------|------------------------------|-----------------|---------------------------|-----------|
| | | | Increase | Decrease |
| Total | | Total | | |
| \$ 1,016,863 75 | Cost of road..... | \$ 1,016,863 75 | ----- | ----- |
| 72,658 72 | Cost of equipment..... | 72,658 72 | ----- | ----- |
| 4,875 08 | General expenditures..... | 4,875 08 | ----- | ----- |
| | OTHER PERMANENT INVESTMENTS | | | |
| 123,718 55 | Stocks owned..... | 124,718 55 | \$ 1,000 00 | ----- |
| 75,000 00 | Funded debt owned..... | 75,000 00 | ----- | ----- |
| 153,143 82 | Cash and current assets..... | 269,292 59 | 116,148 77 | ----- |
| \$ 1,446,259 92 | Grand total..... | \$ 1,563,408 69 | \$ 117,148 77 | ----- |
| | LIABILITIES | | | |
| \$ 200,000 00 | Capital stock, common..... | \$ 200,000 00 | ----- | ----- |
| 876,000 00 | Funded debt..... | 876,000 00 | ----- | ----- |
| 146,538 40 | Current liabilities..... | 225,155 73 | \$ 78,617 33 | ----- |
| 1,668 27 | Reserves..... | 744 75 | ----- | \$ 943 52 |
| 222,033 25 | Surplus..... | 261,508 21 | 39,474 96 | ----- |
| \$ 1,446,259 92 | Grand total..... | \$ 1,563,408 69 | \$ 117,148 77 | \$ 943 52 |

Danville Traction and Power Company

HISTORY.

Exact name of common carrier making this report—Danville Traction and Power Company.

Date of organization—July 28, 1911.

Under laws of what Government, State, or Territory organized? If more than one, name all. • Give reference to each statute and all amendments thereof—Chartered by State Corporation Commission of Virginia, June 26, 1911. Under the provisions of chapter 2 of an act of the General Assembly of Virginia entitled "an act concerning corporations," which became a law May 21, 1903, and amendments thereto.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—No.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—Danville Railway and Electric Company, chartered by Virginia legislature February 3, 1900.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|------------------------|-----------------------------|------------------------------------|
| Jas. J. Pritchett..... | Danville, Va..... | January 27, 1913. |
| J. P. Swanson..... | Danville, Va..... | |
| Jno. L. Penn..... | Danville, Va..... | |
| William Leigh..... | Danville, Va..... | |
| R. A. James..... | Danville, Va..... | |
| C. G. Holland..... | Danville, Va..... | |
| G. G. Temple..... | Danville, Va..... | |
| D. A. Overby..... | Danville, Va..... | |
| J. F. Rison..... | Danville, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------------------------|---------------------|--------------------------|
| President..... | J. F. Rison..... | Danville, Va. |
| First Vice-President..... | R. A. James..... | Danville, Va. |
| Secretary..... | H. S. Lanier..... | Danville, Va. |
| Treasurer..... | H. S. Lanier..... | Danville, Va. |
| General Solicitor..... | Wm. Leigh..... | Danville, Va. |
| Attorney or General Counsel..... | Wm. Leigh..... | Danville, Va. |
| Chief Engineer..... | J. M. King..... | Danville, Va. |
| General Superintendent..... | N. W. Berkeley..... | Danville, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, H. S. Lanier; title, Secretary and Treasurer; address, Danville, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—January 27, 1913.

Date of last closing of stock books before end of year for which this report is made—None.

Total number of stockholders of record—12.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1912?—No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1912?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|---|--|-----------------------------------|---|
| | From | To | | |
| Danville Traction and Power Company..... | Schoolfield..... | North Main street, near Bradley road.. | ----- | 3.98 |
| | Intersection of south Main and west Main streets..... | Car barn on south Main street..... | ----- | .41 |
| | Main street and Halbrooke avenue..... | Green Hill Cemetery, Lee street..... | ----- | .70 |
| | Main and Craghead streets..... | Southern Railway station..... | ----- | .47 |
| | Total mileage operated..... | ----- | ----- | 5.56 |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | Total Par Value Not Held by Respondent Corporation | Rate | INTEREST | | |
|-----------------------------------|------------------|---------------------|----------------------------------|--|---|------------------------------|-----------------|--|------|------------------------------------|-------------------------------|--------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | When Payable | | | Amount Accrued Dur- ing Year | Amount Paid During Year | |
| Mortgage bonds..... | 1911 | 1941 | \$ 400,000 | \$ 400,000 | ----- | ----- | ----- | \$ 400,000 | 5 | J. & J. | \$ 20,000 00 | \$ 20,000 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|---------------------|-------------------------------------|---|---------------------------------|-------|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | ----- | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds..... | \$ 400,000 00 | ----- | ----- | ----- | \$ 400,000 00 | \$ 20,000 00 | \$ 20,000 00 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|--------------|
| | | Miles | Amount |
| Capital stock..... | \$ 400,000 00 | 5.56 | \$ 71,942 45 |
| Funded debt..... | 400,000 00 | 5.56 | 71,942 45 |
| Total..... | \$ 800,000 00 | 5.56 | \$143,884 90 |

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE
FOR PAYMENT OF CURRENT
LIABILITIES

| | |
|--|--------------|
| Cash..... | \$ 5,447 12 |
| Bills receivable..... | 3,000 00 |
| Accounts receivable..... | 1,605 27 |
| Materials and supplies..... | 1,543 45 |
| Prepaid accounts..... | 614 60 |
| Bank certificates of deposit, bearing interest at 4 per cent. per annum.... | 12,000 00 |
| Total—Cash and current assets..... | \$ 24,210 44 |
| Total..... | \$ 24,210 44 |

CURRENT LIABILITIES ACCRUED TO
AND INCLUDING JUNE
30, 1913

| | |
|--|--------------|
| Accounts payable..... | \$ 2,847 28 |
| Dividends unpaid (payable July 1, 1913) since paid..... | 7,000 00 |
| Total—Current liabilities..... | \$ 9,847 28 |
| Balance—Cash assets..... | 14,363 16 |
| Total..... | \$ 24,210 44 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|---|--|----|-------|-------------------------------------|--|
| | From | To | Miles | | |
| First mortgage, 30 year 5 per cent, coupon gold bonds with privilege of registering, denomination \$1,000, due July 1, 1941; the right has been reserved by the company to call in, redeem or retire any or all of these bonds on the second day of January and the first day of July in any year prior to maturity at the option of the company, at 107 per cent, of the face value thereof and the interest to date of retirement after 90 days notice. | Line runs from the vicinity of the corporation line on north Main street, Danville, to Dan River Cotton Mills on the Greensboro road, with branches on south Main, Holbrooke avenue, and Craghead streets. | | | \$ 71.942 | (All real and personal estate, all franchises, rights, powers, privileges and immunities, now owned and which may be hereafter acquired, and all extensions thereto and all improvements that may be made thereon, including its right to be a corporation, but expressly excepting and excluding any and all stocks or bonds of other corporations owned or held by it. |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Deductions During Year | Total Cost to June 30, 1913 |
|--|-----------------------------------|-----------------------------|------------------------------|-----------------------------------|
| ROAD: | | | | |
| Engineering and superintendence..... | | \$ 413 16 | \$ 351 19 | |
| Grading..... | | 998 54 | 848 76 | |
| Ballast..... | | 47 25 | | |
| Ties..... | | 1,538 57 | 1,391 58 | |
| Rails, rail fastenings and joints..... | | 6,995 34 | 1,231 75 | |
| Special work..... | | 1,118 00 | | |
| Paving..... | | 7,140 00 | | |
| Track laying and surfacing..... | | 1,371 45 | 1,165 73 | |
| Distribution system..... | | 168 54 | 112 39 | |
| Power-plant buildings..... | | 142 10 | | |
| Power-plant equipment..... | | 2,108 35 | 7 76 | |
| Shop equipment..... | | 108 00 | | |
| Total..... | | \$ 21,849 30 | \$ 5,109 16 | |
| EQUIPMENT: | | | | |
| Cars..... | | | | |
| Locomotives..... | | \$ 2,117 30 | | |
| Electric equipment of cars..... | | | | |
| GENERAL EXPENDITURES: | | | | |
| Miscellaneous..... | | | \$ 647 95 | |
| RECAPITULATION: | | | | |
| Road..... | | \$ 21,849 30 | \$ 5,109 16 | |
| Equipment..... | | 2,117 30 | | |
| General expenditures..... | | | 647 95 | |
| Total..... | \$ 798,410 53 | \$ 23,966 60 | \$ 5,757 11 | \$ 816,620 02 |
| Total per mile of line..... | \$ 143,599 02 | | | \$ 146,874 10 |

*Road and equipment were partly paid for with securities and therefore cannot itemize.

INCOME ACCOUNT.

| | | |
|--|-------------|---------------|
| Operating revenues..... | | \$ 128,353 02 |
| Operating expenses..... | | 64,878 01 |
| Net operating revenue..... | | \$ 63,475 61 |
| MISCELLANEOUS INCOME: | | |
| Interest on deposits..... | \$ 315 45 | |
| Other miscellaneous income..... | 336 66 | |
| | | 652 11 |
| Gross income less operating expenses..... | | \$ 64,127 72 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes— | | |
| On real and personal property..... | \$ 2,538 43 | |
| On capital stock..... | 25 00 | |
| On earnings..... | 2,508 88 | |
| Interest— | | |
| On funded debt..... | 20,000 00 | |
| Total deductions..... | | 25,072 31 |
| Net income..... | | \$ 39,055 41 |
| DISPOSITION OF NET INCOME: | | |
| Reserves and special charges: | | |
| Organisation expenses..... | \$ 647 95 | |
| Injury and damages..... | 1,350 00 | |
| | \$1,947 95 | |
| Less excess of taxes paid over amount set aside during year | 105 80 | |
| | \$ 1,892 15 | |
| Dividends 7 per cent. on \$200,000.00 common stock..... | 14,000 00 | |
| | | 15,892 15 |
| Surplus for year..... | | \$ 23,163 26 |
| Surplus at beginning of year..... | | 27,971 52 |
| | | \$ 51,135 08 |
| Debits: | | |
| Costs and interest in suit of city of Danville vs. Danville Railway and Electric Company for account for paving..... | | 683 24 |
| Surplus at close of year..... | | \$ 50,451 84 |

Miscellaneous Income.

| ITEM | Gross Income | Less Expenses | Net Miscellaneous Income |
|-------------------------------|-----------------|------------------|--------------------------------|
| Craghead street building..... | \$ 600 00 | \$ 269 41 | \$ 330 59 |
| Discounts on bills..... | 4 13 | | 4 13 |
| Profit on crushed stone..... | 1 94 | | 1 94 |
| Total..... | \$ 606 07 | \$ 269 41 | \$ 336 66 |

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

Other than Railway Stocks.

| NAME | Total Par Value of Securities Owned | DIVIDENDS DECLARED | | Valuation of Securities Owned |
|---------------------------------|---|--------------------|--------|-------------------------------------|
| | | Rate | Amount | |
| Danville Water Power Co. | \$ 50,000 00 | ----- | ----- | \$ 20,000 00 |
| Danville Fair Association | 800 00 | ----- | ----- | 800 00 |
| Danville School for Boys | 500 00 | ----- | ----- | 500 00 |
| Total | \$ 51,300 00 | ----- | ----- | \$ 21,300 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|---------------|----------------------------------|---------------|---------------------------|-------------|
| Total | | Total | Increase | Decrease |
| \$ 798,410 53 | Cost of road | \$ 816,620 02 | \$ 18,209 49 | ----- |
| | Cost of equipment | | | ----- |
| | General expenditures | | | ----- |
| 21,300 00 | OTHER PERMANENT INVESTMENTS | | | |
| 31,015 64 | Stocks owned | 21,300 00 | ----- | ----- |
| | Cash and current assets | 24,210 44 | ----- | \$ 6,805 20 |
| \$ 850,726 17 | Grand total | \$ 862,130 46 | \$ 11,404 29 | ----- |
| \$ 200,000 00 | Capital stock, preferred | \$ 200,000 00 | ----- | ----- |
| 200,000 00 | Capital stock, common | 200,000 00 | ----- | ----- |
| 400,000 00 | Funded debt | 400,000 00 | ----- | ----- |
| 17,975 13 | Current liabilities | 9,847 28 | ----- | \$ 8,127 85 |
| | ACCRUED LIABILITIES | | | |
| 1,199 74 | Taxes accrued and not yet due .. | 1,174 41 | ----- | 28 33 |
| 52 08 | Rents accrued and not yet due .. | 52 08 | ----- | ----- |
| 3,527 40 | Reserves | 607 85 | ----- | 2,919 55 |
| 27,971 82 | Surplus | 50,451 84 | \$ 22,480 02 | ----- |
| \$ 850,726 17 | Grand total | \$ 862,130 46 | \$ 11,404 29 | ----- |

IMPORTANT CHANGES DURING THE YEAR.

All extensions of track put in operation—Extended north Main street switch 830 feet.

All other important physical changes—Reconstructed 5,377 feet of track on north Main street substituting 93 lbs. girder rail for 73 lbs. girder rail on 4,950 feet of it. Purchased two second hand closed motor cars.

CONTRACTS, AGREEMENTS, ETC.

Mails—Contract to carry mail to Schoolfield Post-office, twice a day. Sundays and holidays excepted.

Hampton Roads Traction Company

HISTORY.

Exact name of common carrier making this report—Hampton Roads Traction Company.

Date of organization—November 13, 1905.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia, charter by State Corporation Commission on November 13, 1905.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—It is not a consolidated company nor has its charter been amended.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—This company purchased the rights, privileges, franchise and property of the formerly existing Hampton Roads Railway and Electric Company, which was sold at public auction under decree of the circuit court of the United States.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-----------------------|-----------------------------|------------------------------------|
| C. Loomis Allen..... | Syracuse, N. Y..... | Third Tuesday in March, 1914. |
| E. F. Peck..... | Schenectady, N. Y..... | |
| Marean Delano..... | New York City..... | |
| W. J. Payne..... | Richmond, Va..... | |
| L. P. Stearnes..... | Newport News, Va..... | |
| W. B. Vest..... | Newport News, Va..... | |
| J. B. Kimberly..... | Fort Monroe, Va..... | |
| Henry L. Schmels..... | Hampton, Va..... | |
| J. N. Shannahan..... | Hampton, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------------------|------------------------|--------------------------|
| President..... | C. Loomis Allen..... | Syracuse, N. Y. |
| First Vice-President..... | E. F. Peck..... | Schenectady, N. Y. |
| Second Vice-President..... | J. N. Shannahan..... | Hampton, Va. |
| Secretary..... | W. Stewart..... | Hampton, Va. |
| Treasurer..... | W. Stewart..... | Hampton, Va. |
| General Counsel..... | E. M. Braxton..... | Newport News, Va. |
| General Counsel..... | S. G. Cumming..... | Hampton, Va. |
| Auditor, General..... | Richard M. Booker..... | Hampton, Va. |
| Assistant Auditor..... | G. H. Casky..... | Hampton, Va. |
| General Manager..... | J. N. Shannahan..... | Hampton, Va. |
| Chief Engineer..... | C. D. Porter..... | Hampton, Va. |
| Traffic Manager..... | B. J. Megginson..... | Hampton, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, Richard M. Booker; title, General Auditor; address, Hampton, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—March 18, 1913.

Date of last closing of stock books before end of year for which this report is made—Books have not been closed.

Total number of stockholders of record—11.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1912?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Joint.

(b) The name of the controlling corporation or corporations—Newport News and Old Point Railway and Electric Company; Citizens Railway, Light and Power Company.

(c) The manner in which control was established—Purchase of stock.

(d) The extent of control—Owns 4,930 shares.

(e) Whether control was direct or indirect—Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1912?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|---|---|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Hampton Roads Traction Co..... | City limits, Newport News, Va..... | LaSalle ave., right of way to N. N. & O. P. Ry. & Elec. Co..... | 4.05 | |
| | Causeway Locust st., Hampton, Va..... | Buckroe Beach..... | 3.31 | |
| | Trestle from town of Phoebus, Va..... | Federal reservation, Fort Monroe..... | .83 | 8.19 |
| | | | | |
| <i>Trackage Rights:</i> Newport News and Old Point Railway and Electric Company..... | LaSalle avenue | Causeway Locust sts., Hampton, Va..... | 1.74 | |
| | Washington st. and Mallory avenue | Court and Queen st., Hampton, Va..... | .64 | 2.38 |
| | | | | |
| Total mileage operated..... | | | | 10.57 |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | Rate | INTEREST | | |
|-----------------------------------|------------------|---------------------|----------------------------------|--|---|------------------------------|--|------|-----------------|------------------------------------|-------------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | Total Par Value Not Held by Respondent Corporation | | When Payable | Amount Accrued Dur- ing Year | Amount Paid During Year |
| First mort. bonds... | 1906 | 1931 | \$ 700,000 | \$ 700,000 | | | \$ 700,000 | 4½ | J. & J. | \$ 31,500 00 | \$ 31,500 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|---------------------|-------------------------------------|---|---------------------------------|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds..... | \$ 700,000 00 | | | \$ 700,000 00 | \$ 31,500 00 | \$ 31,500 00 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|--------------|
| | | Miles | Amount |
| Capital stock..... | \$ 500,000 00 | 8.19 | \$ 61,050 06 |
| Funded debt..... | 700,000 00 | 8.19 | 85,470 08 |
| Total..... | \$1,200,000 00 | 8.19 | \$146,520 14 |

CURRENT ASSETS AND LIABILITIES.

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913

| | | |
|--|--|---------------|
| Miscellaneous: | | |
| Accounts payable N. N. & O. P. Ry. & Elec. Co..... | | \$ 112,504 66 |
| Accounts payable Citizens Ry. L. & P. Co..... | | 14,566 10 |
| Total—Current liabilities..... | | \$ 127,070 76 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--|-----------------------|------------------------|-------|--|---|
| | From | To | Miles | | |
| First mortgage 4½ per cent. bonds..... | Newport News, Va..... | Buckroe Beach, Va..... | 8.19 | \$ 85,470 | Road estate, power house, car barns, cars— All in Elizabeth City county, Va. |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Total Cost to June 30, 1913 |
|--|-----------------------------------|-----------------------------------|
| ROAD: | | |
| Right of way..... | \$ 1,177,177 08 | \$ 1,177,177 08 |
| Ties..... | | |
| Rails, rail fastenings and joints..... | | |
| Special work..... | | |
| Underground construction..... | | |
| Paving..... | 1,504 22 | 1,504 22 |
| Track laying and surfacing..... | | |
| Roadway tools..... | | |
| Tunnels..... | | |
| Elevated structures and foundations..... | | |
| Bridges, trestles and culverts..... | | |
| Power-plant equipment..... | Cr. 8,426 15 | Cr. 8,426 15 |
| Total..... | \$ 1,170,255 15 | \$ 1,170,255 15 |
| EQUIPMENT: | | |
| Cars..... | \$ Cr. 10,458 38 | \$ Cr. 10,458 38 |
| Electric equipment of cars..... | 629 28 | 629 28 |
| Total..... | \$ Cr. 9,829 10 | \$ Cr. 9,829 10 |
| GENERAL EXPENDITURES: | | |
| Miscellaneous..... | \$ 26,702 82 | \$ 26,702 82 |
| RECAPITULATION: | | |
| Road..... | \$ 1,170,255 15 | \$ 1,170,255 15 |
| Equipment..... | Cr. 9,829 10 | Cr. 9,829 10 |
| General expenditures..... | 26,702 82 | 26,702 82 |
| Total..... | \$ 1,187,128 87 | \$ 1,187,128 87 |
| Cost of road per mile of line..... | \$ 142,888 29 | \$ 142,888 29 |
| Cost of equipment per mile of line..... | Cr. 1,200 13 | Cr. 1,200 13 |
| General expenditures per mile of line..... | 3,260 42 | 3,260 42 |
| Total per mile of line..... | \$ 144,948 58 | \$ 144,948 58 |

INCOME ACCOUNT.

| MISCELLANEOUS INCOME: | |
|--|---------------|
| Other miscellaneous income..... | \$ 14,876 15 |
| Gross corporate income..... | \$ 14,876 15 |
| DEDUCTIONS FROM INCOME: | |
| Taxes— | |
| Miscellaneous..... | \$ 2,085 11 |
| Interest— | |
| On funded debt..... | 31,500 00 |
| Total deductions from income..... | 33,585 11 |
| Net corporate loss..... | \$ 18,708 96 |
| Deficit for year..... | \$ 18,708 96 |
| Deficit at beginning of year..... | 125,712 11 |
| | \$ 144,421 07 |
| PROFIT OR LOSS ADJUSTMENTS DURING YEAR: | |
| Credits: | |
| Accounts receivable..... | \$ 6,045 51 |
| Debits: | |
| Interest on funded debt paid West End Trust Company, not heretofore set up on books..... | 1,545 64 |
| | 4,499 87 |
| Deficit at close of year..... | \$ 139,921 20 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|-----------------|------------------------------|----------------|---------------------------|-----------|
| Total | | Total | Increase | Decrease |
| \$ 1,187,149 56 | Cost of road..... | \$1,187,149 56 | | |
| 958 75 | Cost of equipment..... | | | |
| | General expenditures..... | | | |
| | Cash and current assets..... | | | \$ 958 75 |
| 125,712 11 | OTHER ASSETS | | | |
| | Deficit..... | 139,921 20 | \$ 14,309 09 | |
| \$ 1,313,820 42 | Grand total..... | \$1,327,070 76 | \$ 13,250 34 | |
| | LIABILITIES | | | |
| \$ 500,000 00 | Capital stock, common..... | \$ 500,000 00 | | |
| 700,000 00 | Funded debt..... | 700,000 00 | | |
| 113,820 42 | Current liabilities..... | 127,070 76 | \$ 13,250 34 | |
| \$ 1,313,820 42 | Grand total..... | \$1,327,070 76 | \$ 13,250 34 | |

Lynchburg Traction and Light Company

HISTORY.

Exact name of common carrier making this report—Lynchburg Traction and Light Company.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Organized under the laws of the State of Virginia, Acts of General Assembly of Virginia, 1901-2, page 7 and following.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Was a consolidated company. Constituent companies were Lynchburg and Rivermont Street Railway Company, Lynchburg Electric Railway and Light Company. Lynchburg and Rivermont Street Railway Company, incorporated under name Lynchburg Street Railway Company, December 17, 1891; its charter authorized it to change its name to Lynchburg and Rivermont Street Railway Company. Lynchburg Electric Railway and Light Company came into existence and was organized under provisions of sections 1233-1234-1236 of the Code of Virginia of 1887.

Date and authority for each consolidation—Merger of the Lynchburg and Rivermont Street Railway Company and the Lynchburg Electric Railway and Light Company into the Lynchburg Traction and Light Company authorized by act of December 17, 1901.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|---------------------------|-----------------------------|------------------------------------|
| J. J. Sullivan..... | Philadelphia, Pa..... | September 27, 1913. |
| C. L. S. Tingley..... | Philadelphia, Pa..... | |
| H. J. Crawley..... | Philadelphia, Pa..... | |
| W. H. Shelmerdine..... | Philadelphia, Pa..... | |
| E. C. Miller..... | Philadelphia, Pa..... | |
| Walter H. Lippincott..... | Philadelphia, Pa..... | |
| R. D. Apperson..... | Lynchburg, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title</i> | <i>Name</i> | <i>Official Address</i> |
|------------------------------------|--------------------------------|-------------------------|
| President..... | R. D. Apperson..... | Lynchburg, Va. |
| Vice-President..... | C. L. S. Tingley..... | Philadelphia, Pa. |
| Secretary..... | Walter W. Perkins..... | Philadelphia, Pa. |
| Treasurer..... | Walter W. Perkins..... | Philadelphia, Pa. |
| Asst. Secretary and Treasurer..... | Frank J. Pryor, Jr..... | Philadelphia, Pa. |
| Attorney, or General Counsel..... | Coleman, Easley & Coleman..... | Lynchburg, Va. |
| Comptroller..... | Frank J. Pryor, Jr..... | Philadelphia, Pa. |
| Cashier..... | A. T. Powell..... | Lynchburg, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, John W. Hancock; title, General Manager; address, Lynchburg, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—September 27, 1912.

Date of last closing of stock books before end of year for which this report is made—Do not close.

Total number of stockholders of record—8.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1912?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—The American Railways Company.

(c) The manner in which control was established—Stock ownership.

(d) The extent of control—Total capital stock.

(e) Whether control was direct or indirect—Direct.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|--------------------|---------------|-----------------------------------|---|
| | From | To | | |
| Operating in Lynchburg: | | | | |
| Old territory..... | Double track | One mile..... | 7.47 | |
| Annexed territory..... | Double track | One mile..... | 3.45 | |
| Campbell county, Brookville district..... | | | 1.60 | |
| Total mileage operated..... | | | 12.52 | |

MILEAGE OF ROAD OPERATED (ALL TRACKS).

| LINE IN USE | Line Owned | Total Mileage Operated |
|--|------------|------------------------|
| Miles of single track..... | 12.52 | 12.52 |
| Miles of second track..... | 2.00 | 2.00 |
| Miles of sidings and turnouts..... | .24 | .24 |
| Total mileage operated (all tracks)..... | 14.76 | 14.76 |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | Rate | INTEREST | | |
|---|------------------|---------------------|----------------------------------|--|---|------------------------------|--|------|-----------------------------|------------------------------------|-------------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | Total Par Value Not Held by Respondent Corporation | | Wh- ole- pay- able | Amount Accrued Dur- ing Year | Amount Paid During Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | |
| First mortgage..... | 1901 | 1931 | \$ 1,000,000 | \$ 826,000 | | | | 5 | M. & N. | \$ 41,449 92 | \$ 41,425 00 |
| Consolidated mort.... | 1911 | 1931 | 1,750,000 | 329,000 | | | | 5 | J. & D. | 16,587 58 | 16,600 00 |
| <i>Miscellaneous Obli- gations:</i> | | | | | | | | | | | |
| Lynchburg Gas Co. | 1900 | 1930 | 250,000 | 111,000 | | | | 5 | M. & S. | 5,550 00 | 5,550 00 |
| Lynchburg Water | 1902 | 1932 | 500,000 | 470,000 | | | | 5 | J. & J. | 23,583 33 | 23,583 33 |
| Power Co..... | | | | | | | | | | | |
| Total..... | | | \$ 3,500,000 | \$ 1,736,000 | | | | | | \$ 87,170 83 | \$ 87,158 33 |

Explanatory Remarks.

The decrease in total par value of funded debt outstanding is due to the retirement, through sinking fund, during the year of

| | |
|--|-------------|
| First mortgage bonds..... | \$ 9,000 00 |
| Lynchburg Water Power Company bonds..... | 5,000 00 |
| Five per cent. consolidated bonds..... | 3,000 00 |
| | \$17,000 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|--|-------------------------------------|---|---------------------------------|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds..... | \$1,736,000 00 | | | | \$ 87,170 83 | \$ 87,158 33 |
| Plain bonds, debentures and notes..... | | | | | | |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Deductions During Year | Total Cost to June 30, 1913 |
|--|-----------------------------------|-----------------------------|------------------------------|-----------------------------------|
| ROAD: | | | | |
| Engineering and superintendence..... | | \$ 834 03 | | \$ 834 03 |
| Grading..... | | 5,344 16 | | 5,344 16 |
| Ballast..... | | 869 27 | | 869 27 |
| Ties..... | | 4,737 49 | | 4,737 49 |
| Rails, rail fastenings and joints..... | | 27,351 12 | \$ 484 92 | 26,866 20 |
| Special work..... | | 9,240 51 | | 9,240 51 |
| Paving..... | | 23,262 54 | | 23,262 54 |
| Track laying and surfacing..... | | 6,822 60 | 3,536 46 | 3,286 14 |
| Roadway tools..... | | 519 13 | | 519 13 |
| Bridges, trestles and culverts..... | | 43 65 | | 43 65 |
| Poles and fixtures..... | | 1,403 62 | | 1,403 62 |
| Distribution system..... | | 1,999 00 | | 1,999 00 |
| Park and resort property..... | | 418 00 | | 418 00 |
| Total..... | | \$ 82,845 12 | \$ 4,021 38 | \$ 78,823 74 |
| EQUIPMENT: | | | | |
| Cars..... | | \$ 748 16 | \$ 193 14 | \$ 555 02 |
| Electric equipment of cars..... | | 3,927 02 | | 3,927 02 |
| Other rail equipment..... | | 2,122 58 | | 2,122 58 |
| Total..... | | \$ 6,797 76 | \$ 193 14 | \$ 6,604 62 |
| GENERAL EXPENDITURES: | | | | |
| Miscellaneous..... | | \$ 1,150 05 | \$ 1,037 50 | \$ 112 55 |
| RECAPITULATION: | | | | |
| Road..... | | \$ 82,845 12 | \$ 4,021 38 | \$ 78,823 74 |
| Equipment..... | | 6,797 76 | 193 14 | 6,604 62 |
| General expenditures..... | | 1,150 05 | 1,037 50 | 112 55 |
| Total..... | \$1,010,135 08 | \$ 90,792 93 | \$ 5,252 02 | \$1,095,675 99 |
| | 1,762,759 51 | 49,910 12 | 3,796 71 | 1,808,872 92 |
| | \$2,772,894 59 | \$140,703 05 | \$ 9,048 73 | \$2,904,548 91 |

Includes light, gas, water and railway departments.

INCOME ACCOUNT.

| | |
|--|---------------|
| Operating revenues..... | \$ 237,372 00 |
| Operating expenses..... | 145,898 10 |
| Net operating revenue..... | \$ 91,473 90 |
| MISCELLANEOUS INCOME: | |
| Other miscellaneous income..... | 119,945 56 |
| Gross income, less operating expenses..... | \$ 211,419 46 |
| DEDUCTIONS FROM INCOME: | |
| Taxes— | |
| On real and personal property..... | \$ 19,560 96 |
| On capital stock..... | |
| On earnings..... | |
| Miscellaneous, franchise expense..... | 107 14 |
| Interest— | |
| On funded debt..... | 87,170 83 |
| On floating debt..... | 5,714 61 |
| Other deductions from income..... | 19,882 33 |
| Total deductions..... | 132,435 87 |
| Net income..... | \$ 78,983 59 |
| DISPOSITION OF NET INCOME: | |
| Expenses elsewhere unprovided for..... | \$ 8,830 87 |
| Dividends 9.3 per cent. on \$750,000 common stock..... | 70,000 00 |
| | 78,830 87 |
| Surplus for year..... | \$ 152 72 |
| Surplus at beginning of year..... | 3,422 10 |
| | \$ 3,574 82 |
| PROFIT OR LOSS ADJUSTMENTS DURING YEAR: | |
| Debits: | |
| For taking care of a deficit in stores account..... | 1,885 31 |
| Surplus at close of year..... | \$ 1,689 51 |

Miscellaneous Income.

| ITEM | Gross Income | Less Expenses | Net Miscellaneous Income |
|-------------------------------------|-----------------|------------------|--------------------------------|
| Miscellaneous rent revenue..... | \$ 40 00 | | \$ 40 00 |
| Miscellaneous interest revenue..... | 545 34 | | 545 34 |
| Net income light department..... | 101,015 95 | | 101,015 95 |
| Net income gas department..... | 18,344 27 | | 18,344 27 |
| Total..... | \$ 119,945 56 | | \$ 119,945 56 |

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—February 14, 1912.

Total number of stockholders of record—28.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1912?—No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1912?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|----------------------------------|----------------------|--------------------------|-----------------------------------|---|
| | From | To | | |
| Mill Mountain Incline, Inc.----- | Two tracks from base | to top of Mill mountain. | ----- | .28 |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | Rate | INTEREST | | |
|-----------------------------------|------------------|---------------------|----------------------------------|--|---|------------------------------|--|------|--------------------|------------------------------------|-------------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | Total Par Value Not Held by Respondent Corporation | | Warrant Payable | Amount Accrued Dur- ing Year | Amount Paid During Year |
| First mort. bonds | 1910 | 1930 | \$ 15,000 | \$ 15,000 | | | \$ 15,000 | 6 | A. & O. | \$ 900 00 | \$ 900 00 |
| Second mort. bonds | 1910 | 1930 | 25,000 | 25,000 | | | 25,000 | 6 | April.... | 1,500 00 | |
| Total | | | \$ 40,000 | \$ 40,000 | | | \$ 40,000 | | | \$ 2,400 00 | \$ 900 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|----------------|-------------------------------------|---|---------------------------------|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds | \$ 40,000 00 | | | \$ 40,000 00 | \$ 2,400 00 | \$ 900 00 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|--------------|
| | | Miles | Amount |
| Capital stock..... | \$ 5,000 00 | .38 | \$ 13,157 89 |
| Funded debt..... | 40,000 00 | .38 | 106,363 16 |
| Total..... | \$ 45,000 00 | ----- | \$118,421 05 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 |
|--|--|
| Cash.....\$ 942 26 | Loans and notes payable.....\$ 2,217 96 |
| | Accounts payable.....1,822 37 |
| | Matured interest on funded debt un- paid.....3,000 00 |
| Total—Cash and current assets.\$ 942 26 | Total—Current liabilities.....\$ 7,043 33 |
| Balance—Current liabilities.....6,098 07 | |
| Total.....\$ 7,040 33 | Total.....\$ 7,040 33 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage Per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--|--|----|-------|--|--|
| | From | To | Miles | | |
| 6 per cent. 1st mortgage bonds..... 6 per cent. 2nd mortgage bonds..... | Double track from base to top of mountain..... | | | \$ 106,263 | Two passenger cars, hoist machinery and terminal buildings. |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Deductions During Year | Total Cost to June 30, 1913 |
|--|-----------------------------------|-----------------------------|------------------------------|-----------------------------------|
| ROAD: | | | | |
| Rails, rail fastenings and joints..... | | | \$ 75 00 | |
| Park and resort property..... | | \$ 42 59 | | |
| Total..... | \$ 47,256 17 | \$ 42 59 | \$ 75 00 | \$ 47,223 76 |
| EQUIPMENT: | | | | |
| Total..... | \$ 2,849 00 | | | \$ 2,849 00 |
| GENERAL EXPENDITURES: | | | | |
| Total..... | \$ 777 30 | | | \$ 777 30 |
| RECAPITULATION: | | | | |
| Road..... | \$ 47,256 17 | \$ 42 59 | \$ 75 00 | \$ 47,223 76 |
| Equipment..... | 2,849 00 | | | 2,849 00 |
| General expenditures..... | 777 30 | | | 777 30 |
| Total..... | \$ 50,882 47 | \$ 42 59 | \$ 75 00 | \$ 50,850 06 |

INCOME ACCOUNT.

| | |
|---|-------------|
| Operating revenues..... | \$ 5,008 62 |
| Operating expenses..... | 2,809 39 |
| Net operating revenue..... | \$ 2,196 23 |
| DEDUCTIONS FROM INCOME: | |
| Taxes— | |
| On real and personal property..... | \$ 425 95 |
| Interest— | |
| On funded debt..... | 2,400 00 |
| On floating debt..... | 92 53 |
| Total deductions..... | 2,918 48 |
| Net loss..... | \$ 722 25 |
| Deficit for year..... | \$ 722 25 |
| Deficit at beginning of year..... | 212 21 |
| | \$ 934 46 |
| PROFIT OR LOSS ADJUSTMENTS DURING YEAR: | |
| Debits: | |
| Bad accounts..... | 57 34 |
| Deficit at close of year..... | \$ 991 80 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | ASSETS | JUNE 30, 1913 | | YEAR ENDING JUNE 30, 1913 | |
|---------------|--|--------------|---------------|----------|---------------------------|----------|
| Total | | | Total | | Increase | Decrease |
| \$ 42,256 17 | Cost of road..... | \$ 47,223 76 | | \$ 32 41 | | |
| 2,849 00 | Cost of equipment..... | 2,849 00 | | | | |
| 777 30 | General expenditures..... | 777 30 | | | | |
| 584 89 | Cash and current assets..... | 942 26 | \$ 357 37 | | | |
| 212 21 | OTHER ASSETS | | | | | |
| | Deficit..... | 991 80 | 779 59 | | | |
| \$ 51,679 57 | Grand total..... | \$ 52,784 12 | \$ 1,136 96 | \$ 32 41 | | |
| | LIABILITIES | | | | | |
| \$ 5,000 00 | Capital stock, common..... | \$ 5,000 00 | | | | |
| 40,000 00 | Funded debt..... | 40,000 00 | | | | |
| 5,918 23 | Current liabilities..... | 7,040 33 | \$ 1,122 10 | | | |
| 161 34 | ACCRUED LIABILITIES | | | | | |
| 600 00 | Taxes accrued and not yet due..... | 143 79 | | \$ 17 55 | | |
| | Interest on funded debt accrued and not yet due..... | 600 00 | | | | |
| \$ 51,679 57 | Grand total..... | \$ 52,784 12 | \$ 1,122 10 | \$ 17 55 | | |

Newport News and Old Point Railway and Electric Co.

HISTORY.

Exact name of common carrier making this report—Newport News and Old Point Railway and Electric Company.

Date of organization—October 24, 1898.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Chartered under laws of State of Virginia, March 1, 1898, Acts 1897-1898, page 624.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Newport News, Hampton and Old Point Railway Company, act of General Assembly, February 1, 1896, Acts of 1895-1896, page 249; Old Point Beach Railroad Company, formerly Buckroe, Phoebus and Hampton Railroad Company, see acts General Assembly, February 23, 1894, Acts 1893-1894, page 419, and January 27, 1896, Acts of 1895-1896, page 192; Chesapeake Light and Power Company, act of General Assembly, February 5, 1892, Acts of 1891-1892, page 273; amendment circuit court of Elizabeth City county, order entered February 5, 1895, recorded in the order book county clerk's office of Elizabeth City county, page 95, book No. 1.

Date and authority for each consolidation—Respondent company charter all in October 24, 1898.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-----------------------------|-----------------------------|------------------------------------|
| C. Loomis Allen..... | Syracuse, N. Y..... | March 18, 1914. |
| Morean Delano..... | New York, N. Y..... | |
| C. H. Hewins..... | Hampton, Va..... | |
| C. D. Dickey..... | New York, N. Y..... | |
| E. F. Peck..... | Schenectady, N. Y..... | |
| B. Howell Griswold, Jr..... | Baltimore, Md..... | |
| John Oppen, Jr..... | Baltimore, Md..... | |
| H. L. Schmels..... | Hampton, Va..... | |
| W. J. Payne..... | Richmond, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------------------|------------------------|--------------------------|
| President..... | C. Loomis Allen..... | Syracuse, N. Y. |
| First Vice-President..... | E. F. Peck..... | Schenectady, N. Y. |
| Second Vice-President..... | J. N. Shannahan..... | Hampton, Va. |
| Secretary..... | W. Stewart..... | Hampton, Va. |
| Treasurer..... | W. Stewart..... | Hampton, Va. |
| Counsels..... | E. M. Braxton..... | Newport News, Va. |
| | S. Gordon Cumming..... | Hampton, Va. |
| Auditor..... | Richard M. Booker..... | Hampton, Va. |
| General Manager..... | J. N. Shannahan..... | Hampton, Va. |
| Chief Engineer..... | C. D. Porter..... | Hampton, Va. |
| Traffic Manager..... | B. J. Megginson..... | Hampton, Va. |
| General Freight Agent..... | T. F. Jones..... | Hampton, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, Richard M. Booker; title, Auditor; address, Hampton, Va.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

| NAME | CONTROL | | | | |
|---|---------------|-------------------------|--------|--------------------|--|
| | Sole or Joint | How Established | Extent | Direct or Indirect | Other Parties to Agreement For Joint Control |
| <i>Active Corporations:</i> Citizens Ry. Light and Power Co..... | Sole... | Acquisition of stock... | 97½ | Direct | |
| <i>Inactive Corporations:</i> Hampton Roads Traction Co..... | Joint... | Acquisition of stock... | 51 | Direct... | Citizens Ry., Light and Power Co. |

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—March 18, 1913.
 Date of last closing of stock books before end of year for which this report is made—Books have not been closed.
 Total number of stockholders of record—17.
 Has each share of stock one vote?—Yes.
 Has any issue of securities contingent voting rights?—No.
 Has any issue of securities special privileges in the election of directors?—No.
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1912?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|-----------------------------------|---|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Newport News and Old Point Railway and Electric Co..... | Old Point Wharf..... | City limits, Newport News..... | 7.99 | |
| | Within corporate limit | s Newport News..... | 7.43 | |
| | Soldiers Home..... | Buckroe..... | 3.03 | |
| | Court and King streets | C. & O. Ry..... | 1.01 | |
| | Shields street..... | Power house..... | .15 | |
| | Queen street..... | Darling's oyster house | .15 | 19.81 |
| <i>Trackage Rights:</i> Hampton Roads Traction Co..... | Phoebus, Va..... | Fort Monroe..... | .83 | .83 |
| Citizens Ry., Light and Power Co..... | 34th street and Huntin | gton avenue..... | 1.00 | 1.00 |
| | | | | 21.64 |
| <i>Under Agreement:</i> Hampton Roads Traction Co..... | City limits Newport News, Va..... | LaSalle avenue and right of way N. N. & O. P. Ry. & E. Co.... | 4.05 | |
| | Causeway Locust..... | Buckroe Beach..... | 3.31 | 7.36 |
| Total mileage opera | ted..... | | | 29.00 |

ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name of Every Electric Railway Company the Income of Which, from Lease or from Other Assignment for Operation, is Included in this Report.

| NAME | TERMINI | | Miles of Line | Name of Lessee |
|--------------------------------|---------------------------------------|---|---------------|-------------------------------|
| | From | To | | |
| Hampton Roads Traction Co..... | City limits of Newport News..... | La Salle ave., right of way of N. N. & O. P. Ry. & E. Co..... | 4.05 | N. N. & O. P. Ry. & Elec. Co. |
| | Causeway Locust st., Hampton, Va..... | Buckroe..... | 3.31 | |
| | Trestle from town of Phoebus, Va.. | Federal reservation, Fort Monroe, Va..... | .83 | |
| Total mileage..... | | | 8.19 | |

ROAD ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|--------------------------------|------------------|--------------------|--------------------|--------------------|---|-------------------------------|
| | | Date | Term | | To | |
| | | | From | To | | |
| Hampton Roads Traction Co..... | 8.19 | Aug. 1, 1912. | Jan. 1, 1912. | Jan. 1, 1917. | Turn over all railway, including its tracks, poles, wires, appliances, etc. | |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | Rate | INTEREST | | | |
|--|------------------|---------------------|----------------------------------|--|---|------------------------------|--|------|-----------------|------------------------------------|-------------------------------|--|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | | | When Payable | Amount Accrued Dur- ing Year | Amount Paid During Year | |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | |
| First mortgage 5 per cent. bonds..... | 1898 | 1938 | \$ 900,000 | \$ 900,000 | ----- | ----- | \$ 900,000 | 5 | M. & N. | \$ 45,000 00 | \$ 45,000 00 | |
| General mortgage 5 per cent. bonds..... | 1901 | 1941 | 4,000,000 | 1,456,000 | ----- | ----- | 1,456,000 | 5 | M. & S. | 72,800 00 | 72,800 00 | |
| Total | ----- | ----- | \$ 4,900,000 | \$ 2,356,000 | ----- | ----- | \$ 2,356,000 | --- | ----- | \$ 117,800 00 | \$ 117,800 00 | |

Explanatory Remarks.

\$200,000 authorized but not issued.

The decrease in the total par value outstanding of general mortgage bonds is occasioned by the fact that there was retired during the year 1913 \$146,000 of these bonds by the trustee, under the general mortgage bonds of this company.

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|---------------------|-------------------------------------|---|---------------------------------|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds..... | \$2,356,000 00 | ----- | ----- | \$2,356,000 00 | \$ 117,800 00 | \$ 117,800 00 |

NEWPORT NEWS AND OLD POINT RAILWAY AND ELECTRIC CO. 1067

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|--------------|
| | | Miles | Amount |
| Capital stock..... | \$1,800,000 00 | 29.00 | \$ 62,068 96 |
| Funded debt..... | 2,356,000 00 | 29.00 | 81,241 39 |
| Total..... | \$4,156,000 00 | 29.00 | \$143,310 35 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 |
|--|---|
| Cash.....\$ 49,037 00 Bills receivable.....50,000 00 Accounts receivable.....129,130 65 Materials and supplies.....29,303 38 Prepaid accounts.....2,545 16 Miscellaneous: Interest and dividends receivable...7,840 00 Suspense account construction and reconstruction.....365,690 82 Total—Cash and current assets.\$633,547 01 | Loans and notes payable.....\$ 252,587 09 Accounts payable.....87,764 96 Matured interest on funded debt un- paid.....2,000 00 Miscellaneous matured interest un- paid.....39,522 52 Miscellaneous: Liability deposits.....6,735 60 Ticket float.....30 39 Total—Current liabilities.....\$ 388,640 56 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|----------------------------------|-------------------|------------------------|-------|--|---|
| | From | To | Miles | | |
| First mortgage 5 per cent..... | Newport News..... | Old Point and Buckroe. | 19.81 | \$ 45,432 | Cars, park property, power house machinery, electric light plant and lines, ice plant, horses and wagons, furniture and fixtures. |
| General mortgage 5 per cent..... | Newport News..... | Old Point and Buckroe. | 19.81 | 73,498 | 76 income bonds, 6 per cent. Citizens Ry. Light and Power Co., \$76,000.00 1,930 shares stock of Citizens Ry. Light and Power Co., \$193,000.00. |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Total Cost to June 30, 1913 |
|---|-----------------------------------|-----------------------------------|
| ROAD: | | |
| Engineering and superintendence..... | \$ 4,769 63 | \$ 4,769 63 |
| Right of way..... | 2,047,555 04 | 2,047,555 04 |
| Other land used in electric railway operations..... | | |
| Grading..... | 205 63 | 205 63 |
| Ties..... | 93 38 | 93 38 |
| Rails, rail fastenings and joints..... | 292 08 | 292 08 |
| Special work..... | 3,265 00 | 3,265 00 |
| Underground construction..... | | |
| Paving..... | 363,929 16 | 363,929 16 |
| Track laying and surfacing..... | 7,172 65 | 7,172 65 |
| Roadway tools..... | | |
| Tunnels..... | | |
| Elevated structures and foundations..... | | |
| Bridges, trestles and culverts..... | | |
| Crossings, fences, cattle guards and signs..... | | |
| Interlocking and other signal apparatus..... | | |
| Telegraph and telephone lines..... | | |
| Poles and fixtures..... | 79 40 | 79 40 |
| Distribution system..... | 41 23 | 41 23 |
| Power-plant buildings..... | 2,696 80 | 2,696 80 |
| General office buildings..... | 50,362 35 | 50,362 35 |
| Shops and carhouses..... | 221 10 | 221 10 |
| Docks and wharves..... | 66 68 | 66 68 |
| Power-plant equipment..... | 643,947 38 | 643,947 38 |
| Park and resort property..... | 23,461 12 | 23,461 12 |
| Total..... | \$3,148,158 63 | \$ 3,148,158 63 |
| EQUIPMENT: | | |
| Cars..... | \$ 5,920 42 | \$ 5,920 42 |
| Electric equipment of cars..... | Cr. 467 04 | Cr. 467 04 |
| Other rail equipment..... | 487 53 | 487 53 |
| Total..... | \$ 158,157 24 | \$ 158,157 24 |
| GENERAL EXPENDITURES: | | |
| Total..... | \$ 98,788 75 | \$ 98,788 75 |
| RECAPITULATION: | | |
| Road..... | \$3,148,158 63 | \$ 3,148,158 63 |
| Equipment..... | 158,157 24 | 158,157 24 |
| General expenditures..... | 98,788 75 | 98,788 75 |
| Total..... | \$3,405,104 62 | \$ 3,405,104 62 |
| Cost of road per mile of line..... | \$ 110,191 06 | \$ 110,191 06 |
| Cost of equipment per mile of line..... | 5,535 78 | 5,535 78 |
| General expenditures per mile of line..... | 3,457 77 | 3,457 77 |
| Total per mile of line..... | \$ 119,184 61 | \$ 119,184 61 |

INCOME ACCOUNT.

| | | |
|--|---------------|---------------|
| Operating revenues..... | | \$ 326,639 66 |
| Operating expenses..... | | 196,922 09 |
| Net operating revenue..... | | \$ 129,696 99 |
| MISCELLANEOUS INCOME: | | |
| Income from securities owned..... | \$ 4,560 00 | |
| Other miscellaneous income..... | 47,061 69 | |
| | | 51,611 69 |
| Gross income, less operating expenses..... | | \$ 181,298 68 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes..... | \$ 13,636 61 | |
| Interest— | | |
| On funded debt..... | 117,900 00 | |
| On floating debt..... | 11,737 86 | |
| Other deductions from income..... | 17,046 75 | |
| Total deductions..... | | 160,221 22 |
| Net income..... | | \$ 21,077 46 |
| DISPOSITION OF NET INCOME: | | |
| Surplus at beginning of year..... | | 1,519 41 |
| | | \$ 22,596 87 |
| PROFIT OR LOSS ADJUSTMENTS DURING YEAR: | | |
| Credits: | | |
| Newport News Gas Co. stock..... | \$ 500 00 | |
| Debits: | | |
| Accounts receivable..... | 6,078 28 | |
| Investments..... | 2,500 00 | |
| Bond discount..... | 60,000 00 | |
| Suspense accounts..... | 87,886 22 | |
| | \$ 156,464 50 | |
| | | 155,964 50 |
| Deficit at close of year..... | | \$ 123,867 63 |

Miscellaneous Income.

| ITEM | Gross Income | Less Expenses | Net Miscellaneous Income |
|---|-----------------|------------------|--------------------------------|
| Electric light..... | \$ 48,866 92 | \$ 29,640 75 | \$ 19,216 17 |
| Ice..... | 51,447 53 | 30,388 82 | 15,058 71 |
| Profit on operations of others..... | | | 2,903 31 |
| Interest on Danville Traction Co. bonds for 2½ months..... | | | 4,000 01 |
| Dividends Phoebus Coal and Ice Co..... | | | 789 60 |
| Rent of steamer Endeavor..... | | | 2,000 00 |
| Interest on special deposits..... | | | 3,213 49 |
| | | | \$ 47,051 69 |
| Hampton Roads Traction Co. prop. of earnings for 12 months..... | | | 14,876 15 |
| Track and terminal privileges..... | | | 2,000 02 |
| Interest on consumers deposits..... | | | 130 58 |
| Rent of land..... | | | 40 00 |
| Total..... | | | \$ 17,046 75 |

RAILWAY STOCKS OWNED.

Active Corporations.

| NAME OF CORPORATION AND SECURITY | PAR VALUE OF STOCKS OWNED NOT HELD IN SINKING OR OTHER FUNDS | | DIVIDENDS DECLARED | | Valuation of Stocks Owned |
|--|--|---------------|--------------------|--------|------------------------------|
| | Unpledged | Pledged | Rate | Amount | |
| Stocks of corporations whose property does not form a part of the system of respondent corporation: Citizens Railway, Light and Power Company..... | \$ 2,000 00 | \$ 183,000 00 | | | \$ 282,500 00 |

Inactive Corporations.

| NAME OF CORPORATION | Name of Security | Total Par Value of Stock Outstanding | PAR VALUE OF STOCKS OWNED | | Valuation of Stocks Owned |
|--------------------------------------|---------------------|---|------------------------------|---------|------------------------------|
| | | | Unpledged | Pledged | |
| Hampton Roads Traction Company | | | \$2,535,000-00 | | \$ 700 00 |

RAILWAY FUNDED DEBT OWNED.

Active Corporations.

| NAME OF CORPORATION AND SECURITY | PAR VALUE OF FUNDED DEBT OWNED NOT HELD IN SINKING OR OTHER FUNDS | | INTEREST ACCRUED | | Valuation of Funded Debt Owned |
|---|---|--------------|------------------|-------------|--------------------------------------|
| | Unpledged | Pledged | Rate | Amount | |
| Funded debt of corporations whose property does not form a part of the system of respondent corporation: Citizens Railway, Light and Power Company..... | | \$ 76,000 00 | 6 | \$ 4,560 00 | \$ 76,000 00 |

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

Other than Railway Stocks.

| NAME | Total Par Value of Securities Owned | DIVIDENDS DECLARED | | Valuation of Securities Owned |
|-------------------------------|---|--------------------|-----------|-------------------------------------|
| | | Rate | Amount | |
| Phoebus Coal and Ice Co..... | \$ 9,500 00 | ----- | \$ 760 00 | \$ 9,500 00 |
| Times-Herald Corporation..... | 2,000 00 | ----- | ----- | 2,000 00 |
| Total..... | \$ 11,500 00 | ----- | \$ 760 00 | \$ 11,500 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|-----------------|---|----------------|---------------------------|---------------|
| | | Total | Increase | Decrease |
| Total | | | | |
| \$ 3,148,158 63 | Cost of road..... | \$3,148,158 63 | ----- | ----- |
| 158,157 24 | Cost of equipment..... | 158,157 24 | ----- | ----- |
| 98,788 75 | General expenditures..... | 98,788 75 | ----- | ----- |
| | OTHER PERMANENT INVESTMENTS | | | |
| 303,200 00 | Stocks owned..... | 304,700 00 | \$ 1,500 00 | ----- |
| 480,500 00 | Funded debt owned..... | 76,000 00 | ----- | \$ 404,500 00 |
| 36,284 72 | Steamer Endeavor..... | ----- | ----- | 36,284 72 |
| 238,394 56 | Cash and current assets..... | 633,547 01 | 395,152 45 | ----- |
| | OTHER ASSETS | | | |
| 72,903 56 | Suspense account..... | 464 39 | ----- | 72,439 17 |
| ----- | Deficit..... | 133,367 63 | 133,367 63 | ----- |
| \$ 4,536,387 46 | Grand total..... | \$4,553,183 65 | \$ 528,520 06 | \$ 511,723 99 |
| | LIABILITIES | | | |
| \$ 725,000 00 | Capital stock, preferred..... | \$ 725,000 00 | ----- | ----- |
| 1,075,000 00 | Capital stock, common..... | 1,075,000 00 | ----- | ----- |
| 2,356,000 00 | Funded debt..... | 2,356,000 00 | ----- | ----- |
| 340,880 04 | Current liabilities..... | 388,640 56 | \$ 47,760 52 | ----- |
| | ACCRUED LIABILITIES | | | |
| ----- | Taxes accrued and not yet due.. | 6,057 72 | 6,057 72 | ----- |
| 24,575 00 | Interest on funded debt accrued and not yet due..... | ----- | ----- | \$ 24,575 00 |
| 13,413 01 | Reserves..... | 2,485 37 | ----- | 10,927 64 |
| 1,519 41 | Surplus..... | ----- | ----- | 1,519 41 |
| \$ 4,536,387 46 | Grand total..... | \$4,553,183 65 | \$ 53,818 24 | \$ 37,022 05 |

Norfolk City and Suburban Railway Company

HISTORY.

Exact name of common carrier making this report—Norfolk City and Suburban Railway Company.

Date of organization—March 28, 1903, charter approved April 2, 1902, chapter 539, acts of Assembly of 1901-1902.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|--------------------|-----------------------------|------------------------------------|
| L. W. Davis..... | Norfolk, Va..... | March 3, 1914. |
| W. W. Starke..... | Norfolk, Va..... | |
| A. W. Cornick..... | Norfolk, Va..... | |
| W. E. Hermann..... | Norfolk, Va..... | |
| D. F. Watt..... | Norfolk, Va..... | |
| C. C. Cobb..... | Norfolk, Va..... | |
| A. H. Martin..... | Norfolk, Va..... | |
| E. O. Thomas..... | Norfolk, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------|---------------------|--------------------------|
| President..... | L. W. Davis..... | Norfolk, Va. |
| First Vice-President..... | W. W. Starke..... | Norfolk, Va. |
| Secretary-Treasurer..... | A. W. Cornick..... | Norfolk, Va. |
| General Superintendent..... | J. M. Williams..... | Norfolk, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, A. W. Cornick; title, Secretary and Treasurer; address, Norfolk, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

- Date of last meeting of stockholders for election of directors—April 16, 1913.
 Date of last closing of stock books before end of year for which this report is made—April 1, 1913.
 Total number of stockholders of record—9.
 Has each share of stock one vote?—Yes.
 Has any issue of securities contingent voting rights?—No.
 Has any issue of securities special privileges in the election of directors?—No.
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:
 (a) The form of control, whether sole or joint—Sole.
 (b) The name of the controlling corporation or corporations—Indian River Park and Improvement Company.
 (c) The manner in which control was established—By purchase of stock.
 (d) The extent of control—Full.
 (e) Whether control was direct or indirect—Direct, through ownership of stock.
 Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|----------------------|-----------------------|-----------------------------------|---|
| | From | To | | |
| <i>Main Line:</i> Norfolk City and Suburban Railway Co..... | Campostella Junction | Roginia..... | | 4.50 |
| <i>Trackage Rights:</i> Virginia Ry. & Power Co. | City Hall ave | Compostella Junction. | | 2.47 |
| Total mileage operated..... | | | | 6.97 |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held b, Respondent Corporation | Rate | INTEREST | | |
|-----------------------------------|------------------|---------------------|----------------------------------|--|---|------------------------------|--|------|-----------------|------------------------------------|-------------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | | | When Payable | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds | 1904 | 1929 | \$ 50,000 | \$ 50,000 | | | \$ 50,000 | 5 | J. & J. | \$ 2,500 00 | |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|---------------------|-------------------------------------|---|---------------------------------|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds..... | \$ 50,000 | | | \$ 50,000 | \$ 2,500 | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|--------------|
| | | Miles | Amount |
| Capital stock..... | \$ 50,000 00 | 4.50 | \$ 11,111 11 |
| Funded debt..... | 50,000 00 | 4.50 | 11,111 11 |
| Total..... | \$ 100,000 00 | 4.50 | \$ 22,222 22 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 |
|--|--|
| Cash.....\$ 484 82 | Loans and notes payable.....\$ 13,561 00 |
| Miscellaneous: | Accounts payable.....8,424 96 |
| Personal account.....18 24 | Matured interest on funded debt un- paid.....21,250 00 |
| Total—Cash and current assets..\$ 503 06 | Total—Current liabilities.....\$ 43,235 96 |
| Balance—Current liabilities.....42,732 90 | Total.....\$ 43,235 96 |
| Total.....\$ 43,235 96 | |

. SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage Per Mile of Line |
|--|------------------|--------------|-------|--|
| | From | To | Miles | |
| First mortgage 5 per cent. gold bonds.... | Campostella..... | Roginia..... | 4.50 | \$ 11,111 |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Deductions During Year | Total Cost to June 30, 1913 |
|--|-----------------------------------|-----------------------------|------------------------------|-----------------------------------|
| ROAD: | | | | |
| Engineering and superintendence..... | \$ 1,039 52 | | | \$ 1,039 52 |
| Right of way..... | 1,962 75 | | | 1,962 75 |
| Grading..... | 5,100 00 | \$ 150 80 | | 5,250 80 |
| Ties..... | 4,500 00 | 1,187 20 | | 5,687 20 |
| Rails, rail fastenings and joints..... | 19,682 96 | 545 64 | | 20,228 60 |
| Track laying and surfacing..... | 3,352 97 | 723 00 | | 4,075 97 |
| Roadway tools..... | 31 10 | 29 96 | \$ 21 10 | 39 96 |
| Poles and fixtures..... | 7,607 10 | 283 21 | | 7,890 31 |
| Distribution system..... | 3,276 12 | 93 31 | | 3,369 43 |
| Shops and carhouses..... | | 838 71 | | 838 71 |
| Total..... | \$ 46,552 52 | \$ 3,861 83 | \$ 21 10 | \$ 50,383 25 |
| EQUIPMENT: | | | | |
| Cars..... | \$ 3,252 00 | | | \$ 3,252 00 |
| Miscellaneous equipment..... | 206 62 | \$ 228 29 | | 434 91 |
| Total..... | \$ 3,458 62 | \$ 228 29 | | \$ 3,686 91 |
| GENERAL EXPENDITURES: | | | | |
| Law expenses..... | \$ 2,044 63 | \$ 55 00 | | \$ 2,099 63 |
| Interest..... | 197 80 | 2,111 56 | | 2,309 36 |
| Injuries and damages..... | 161 50 | 75 | | 162 25 |
| Taxes..... | 2,476 83 | 1,154 33 | \$ 267 96 | 3,363 20 |
| Miscellaneous..... | 32,684 55 | 9,545 42 | 75 83 | 42,154 14 |
| Total..... | \$ 37,565 31 | \$ 12,867 06 | \$ 343 79 | \$ 50,088 58 |
| RECAPITULATION: | | | | |
| Road..... | \$ 46,552 52 | \$ 3,851 83 | \$ 21 10 | \$ 50,383 25 |
| Equipment..... | 3,458 62 | 228 29 | | 3,686 91 |
| General expenditures..... | 37,565 31 | 12,867 06 | 343 79 | 50,088 58 |
| Total..... | \$ 87,576 45 | \$ 16,947 18 | \$ 364 89 | \$ 104,158 74 |
| Cost of road per mile of line..... | \$ 10,345 00 | | | \$ 11,196 28 |
| Cost of equipment per mile of line..... | 768 58 | | | 819 31 |
| General expenditures per mile of line..... | 8,347 85 | | | 11,130 80 |
| Total per mile of line..... | \$ 19,461 43 | | | \$ 23,146 39 |

INCOME ACCOUNT.

| | | |
|---|----|-----------|
| Operating revenues..... | \$ | 6,525 03 |
| Operating expenses..... | | 9,546 17 |
| Net operating deficit..... | \$ | 3,021 14 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes— | | |
| On real and personal property..... | \$ | 1,154 33 |
| On capital stock..... | | 20 00 |
| Interest— | | |
| On funded debt..... | | 1,558 33 |
| On floating debt..... | | 553 23 |
| Total deductions..... | | 3,285 89 |
| Net loss..... | \$ | 6,307 03 |
| Deficit for year..... | \$ | 6,307 03 |
| Deficit at beginning of year..... | | 31,581 34 |
| | \$ | 37,888 37 |
| PROFIT OR LOSS ADJUSTMENTS DURING YEAR: | | |
| Debits: | | |
| Apparent errors or omissions in previous statement or statements..... | | 685 79 |
| Deficit at close of year..... | \$ | 38,574 16 |

We are making no entry in our books for above amount, they being in perfect balance. The needs of above amount to make *report* deficit agree with our *ledger* deficit, seems to be caused by using in our following balance sheet the *report* deficit of June 30, 1912.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | ASSETS | JUNE 30, 1913 | | YEAR ENDING JUNE 30, 1913 | |
|---------------|--------------------------------------|---------------|---------------|--|---------------------------|--------------|
| Total | | | Total | | Increase | Decrease |
| \$ 46,552 52 | Cost of road..... | \$ 50,383 25 | \$ 3,830 73 | | | |
| 3,455 62 | Cost of equipment..... | 3,686 91 | 228 29 | | | |
| 37,565 31 | General expenditures..... | 50,088 53 | 12,523 27 | | | |
| 415 75 | Cash and current assets..... | 503 06 | 87 31 | | | |
| | OTHER ASSETS | | | | | |
| 50,000 00 | Sinking and other special funds..... | | | | | \$ 50,000 00 |
| 31,581 34 | Deficit..... | 38,574 16 | 6,992 82 | | | |
| \$ 169,573 54 | Grand total..... | \$ 143,235 96 | \$ 23,662 42 | | | \$ 50,000 00 |
| | LIABILITIES | | | | | |
| \$ 50,000 00 | Capital stock, common..... | \$ 50,000 00 | | | | |
| 50,000 00 | Funded debt..... | 50,000 00 | | | | |
| 32,802 64 | Current liabilities..... | 43,235 96 | \$ 10,433 32 | | | |
| 36,770 90 | Surplus..... | | | | | \$ 36,770 90 |
| \$ 169,573 54 | Grand total..... | \$ 143,235 96 | \$ 10,433 32 | | | \$ 36,770 90 |

IMPORTANT CHANGES DURING THE YEAR.

All extensions of track put in operation—Commenced use of Virginia Railway and Power Company's tracks from Campostella Junction, Norfolk county, Va., to City Hall avenue, Norfolk, Va., on December 28, 1912.

CONTRACTS, AGREEMENTS, ETC.

Contracts—Discontinued transfer agreement with Virginia Railway and Power Company on December 28, 1912; and a new agreement became effective, under which we run our cars over said company's tracks from City Hall avenue, Norfolk, Va., to Campostella Junction, Norfolk county, Va., at fifteen (15) cents per car mile. Said trackage agreement is dated November 25, 1912, and is made for five (5) years from October 1, 1912, to September 30, 1917.

Norfolk and Ocean View Railway Company

HISTORY.

Exact name of common carrier making this report—Norfolk and Ocean View Railway Company.

Date of organization—Corporation Commission charter granted February 8, 1907.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—The Norfolk and Ocean View Railway Company was formed to purchase the Bay Shore Terminal Company, which said purchase was made through conveyance of special commissioners appointed by the circuit court of the United States for the eastern district of Virginia, bearing date of February 8, 1907. The Bay Shore Terminal Company having been incorporated by an act approved March 3, 1900, Acts 1899-1900, page 755, amended February 8, 1901, extra session; Acts 1901, page 41, amended March 29, 1902, Acts 1901-1902, page 403.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|----------------------------|-----------------------------|------------------------------------|
| Frank J. Gould..... | New York City..... | Tuesday, October 7, 1913. |
| E. C. Hathaway..... | Norfolk, Va..... | |
| W. J. Kehl..... | Richmond, Va..... | |
| Thos. S. Wheelwright..... | Richmond, Va..... | |
| W. W. Moss..... | Norfolk, Va..... | |
| Nimmo Old..... | Norfolk, Va..... | |
| R. Lancaster Williams..... | Baltimore, Md..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|--------------------------------|----------------------------|--------------------------|
| President..... | Thos. S. Wheelwright..... | Richmond, Va. |
| Vice-President..... | R. Lancaster Williams..... | Baltimore, Md. |
| Secretary-Treasurer..... | W. J. Kehl..... | Richmond, Va. |
| General Counsel..... | H. W. Anderson..... | Richmond, Va. |
| General Manager..... | C. B. Buchanan..... | Richmond, Va. |
| Assistant General Manager..... | E. C. Hathaway..... | Norfolk, Va. |
| General Superintendent..... | R. T. Gunn..... | Norfolk, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, W. J. Kehl; title, Secretary and Treasurer; address, Richmond, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—October 1, 1912.

Date of last closing of stock books before end of year for which this report is made—Not closed.

Total number of stockholders of record—8.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Joint.

(b) The name of the controlling corporation or corporations—The Virginia Railway and Power Company, and individual stockholders.

(c) The manner in which control was established—By purchase.

(d) The extent of control—Virginia Railway and Power Company, 96.7 per cent., individual stockholders (holdings to be determined by settlement of pending litigation) 3.3 per cent.

(f) The name of the intermediary through which control, if indirect, was established—Purchased through sale by United States Circuit Court, Norfolk, Va.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|---|-----------------|-----------------------------------|---|
| | From | To | | |
| <i>Line Owned:</i> Norfolk and Ocean View Railway Company..... | Church and Plume streets, Norfolk, through various streets..... | Ocean View..... | 9.15 | ..... |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held b ; Respondent Corporation | Rate | INTEREST | | |
|-----------------------------------|------------------|---------------------|----------------------------------|--|---|------------------------------|---|------|-----------------|------------------------------------|-------------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | | | When Payable | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds----- | 1907 | 1937 | \$ 1,500,000 | \$ 1,000,000 | | | \$ 1,000,000 | 5 | M. & S. | \$ 50,000 00 | ----- |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|---------------------|-------------------------------------|---|---------------------------------|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds..... | \$1,000,000 00 | | | \$1,000,000 00 | \$ 50,000 00 | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|--------------|
| | | Miles. | Amount |
| Capital stock..... | \$ 100,000 00 | 9.15 | \$ 10,925 37 |
| Funded debt..... | 1,000,000 00 | 9.15 | 109,253 79 |
| Total..... | \$1,100,000 00 | 9.15 | \$120,179 16 |

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE
FOR PAYMENT OF CURRENT
LIABILITIES

| | |
|----------------------------------|--------------|
| Accounts receivable..... | \$ 41 68 |
| Prepaid accounts..... | 86 90 |
| Total—Cash and current assets.. | \$ 128 58 |
| Balance—Current liabilities..... | 157,411 91 |
| Total..... | \$157,540 49 |

CURRENT LIABILITIES ACCRUED TO
AND INCLUDING JUNE
30, 1913

| | |
|--|---------------|
| Accounts payable..... | \$ 156,213 07 |
| Matured interest on funded debt un- paid..... | |
| Miscellaneous matured interest un- paid..... | |
| Miscellaneous: Unredeemed tickets..... | 1,327 42 |
| Total—Current liabilities..... | \$ 157,540 49 |
| Total..... | \$ 157,540 49 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--|----------------------|-----------------|-------|--|---|
| | From | To | Miles | | |
| First mortgage 5 per cent. \$1,000,000.00..... | Lines in Norfolk and | Ocean View..... | 9.153 | \$ 109,264 | All of the cars, real estate and buildings owned by the company. |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Deductions During Year | Total Cost to June 30, 1913 |
|---|-----------------------------------|-----------------------------|------------------------------|-----------------------------------|
| ROAD: | | | | |
| Property, franchises, rights and privileges..... | \$1,073,462 34 | | \$ 783 29 | \$ 1,072,679 05 |
| Engineering and superintendence..... | 322 80 | | | 322 80 |
| Right of way..... | | | | |
| Other land used in electric railway operations..... | | | | |
| Grading..... | | | | |
| Ballast..... | | | | |
| Ties..... | 312 18 | | | 312 18 |
| Rails, rail fastenings and joints..... | 13 79 | \$ 1,175 00 | 669 89 | 518 90 |
| Special work..... | | | | |
| Underground construction..... | | | | |
| Paving..... | 11,280 91 | 687 50 | | 11,968 41 |
| Track laying and surfacing..... | | | | |
| Roadway tools..... | | | | |
| Tunnels..... | | | | |
| Elevated structures and foundations..... | | | | |
| Bridges, trestles and culverts..... | | | | |
| Crossings, fences, cattle guards and signs..... | | | | |
| Interlocking and other signal apparatus..... | | | | |
| Telegraph and telephone lines..... | | | | |
| Poles and fixtures..... | 592 17 | | | 592 17 |
| Underground conduits..... | | | | |
| Transmission system..... | | | | |
| Distribution system..... | | | | |
| Total..... | \$1,085,984 19 | \$ 1,862 50 | \$ 1,453 18 | \$ 1,086,393 51 |
| EQUIPMENT: | | | | |
| Cars..... | | \$ 800 00 | | \$ 800 00 |
| Locomotives..... | \$ 1,530 02 | | | 1,530 02 |
| Electric equipment of cars..... | | | | |
| Other rail equipment..... | | | | |
| Total..... | \$ 1,530 02 | \$ 800 00 | | \$ 2,330 02 |
| RECAPITULATION: | | | | |
| Road..... | \$1,085,984 19 | \$ 1,862 50 | \$ 1,453 18 | \$ 1,086,393 51 |
| Equipment..... | 1,530 02 | 800 00 | | 2,330 02 |
| Total..... | \$1,087,514 21 | \$ 2,662 50 | \$ 1,453 18 | \$ 1,088,723 53 |
| Cost of road per mile of line..... | | | | |
| Cost of equipment per mile of line..... | Not ascertain | able. Road p | urchased thro | ugh sale by U. |
| General expenditures per mile of line..... | S. Circuit Co | urt. | | |
| Total per mile of line..... | \$ 109,188 17 | | | \$ 118,947 17 |

INCOME ACCOUNT.

| | | |
|---|-------------|---------------|
| Operating revenues..... | | \$ 66,345 46 |
| Operating expenses..... | | 49,782 29 |
| Net operating revenue..... | | \$ 16,563 17 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes— | | |
| On real and personal property..... | \$ 2,163 06 | |
| On capital stock..... | 25 00 | |
| On earnings..... | 724 22 | |
| Miscellaneous, city franchises and license..... | 1,750 40 | |
| Interest— | | |
| On funded debt..... | 50,000 00 | |
| Total deductions..... | | 54,662 65 |
| Net loss..... | | \$ 38,099 51 |
| Deficit for year..... | | \$ 38,099 51 |
| Deficit at beginning of year..... | | 136,256 82 |
| Deficit at close of year..... | | \$ 174,356 33 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|-----------------|---|-----------------|---------------------------|-------------|
| Total | | Total | Increase | Decrease |
| \$ 1,085,984 19 | Cost of road..... | \$ 1,086,393 51 | \$ 408 32 | ----- |
| 1,530 02 | Cost of equipment..... | 2,330 02 | 800 00 | ----- |
| 1,304 60 | Cash and current assets..... | 128 58 | ----- | \$ 1,176 02 |
| | OTHER ASSETS | | | |
| 9,949 74 | Deposit with trustees covering fire loss..... | 10,399 74 | 450 00 | ----- |
| 136,256 82 | Deficit..... | 174,356 33 | 38,099 51 | ----- |
| \$ 1,235,025 37 | Grand total..... | \$ 1,273,608 18 | \$ 39,758 83 | \$ 1,176 02 |
| | LIABILITIES | | | |
| \$ 100,000 00 | Capital stock, common..... | \$ 100,000 00 | ----- | ----- |
| 1,000,000 00 | Funded debt..... | 1,000,000 00 | ----- | ----- |
| 118,936 61 | Current liabilities..... | 157,540 49 | \$ 38,603 88 | ----- |
| | ACCRUED LIABILITIES | | | |
| 1,421 12 | Taxes accrued and not yet due.. | 1,500 60 | 79 48 | ----- |
| 4,717 90 | Reserve for injuries and damages | 4,167 35 | ----- | \$ 550 55 |
| 9,949 74 | Reserves, fire loss..... | 10,399 74 | 450 00 | ----- |
| \$ 1,235,025 37 | Grand total..... | \$ 1,273,608 18 | \$ 39,133 36 | \$ 550 55 |

IMPORTANT CHANGES DURING THE YEAR.

Decrease in mileage by line abandoned or line straightened—Decrease of .807, due to remeasurement of tracks .002, and abandonment of track at Ocean View .805.

Norfolk Railway and Light Company

HISTORY.

Exact name of common carrier making this report—Norfolk Railway and Light Company.

Date of organization—The Norfolk Railway and Light Company was formed by consolidation of the Norfolk Street Railroad Company and the Norfolk and Ocean View Railway Company, by agreement of November 2, 1899.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—The constituent companies, by merger and consolidation of which the Norfolk Railway and Light Company was formed, were incorporated and organized under the following acts of the General Assembly of Virginia:

(a) Norfolk Street Railroad Company was formed by consolidation of the Norfolk City Railroad Company and the Suburban and City Railway and Improvement Company on June 5, 1894.

(1) Norfolk City Railroad Company, incorporated January 4, 1866, Acts 1865-66, page 320; amended July 8, 1870, Acts 1869-70, page 311; amended December 19, 1889-90, page 26.

(2) Suburban and City Railway and Improvement Company, incorporated May 2, 1887, Acts 1887, page 168; amended extrasession May 20, 1887, Acts 1887, page 419.

(b) Norfolk and Ocean View Railway Company was incorporated by act entitled "An act to incorporate the Old Dominion Electrical Development Company," approved March 4, 1898, Acts 1897-98, page 1020, and under the powers conferred by said act of incorporation the name of said company was changed, and the name "The Norfolk and Ocean View Railway Company" was adopted in lieu thereof, by resolution dated May 2, 1898.

(1) Norfolk and Ocean View Railway Company—This property was acquired by deed of purchase by the Old Dominion Electrical Development and Power Company. The Norfolk and Ocean View Railroad Company having been incorporated by act of February 27, 1879, Acts 1878-79, page 149, under the name of "The Norfolk and Ocean View Railroad and Hotel Company," which said act of incorporation was amended February 25, 1892, Acts 1891-92, page 656, by act of January 18, 1896, Acts 1895-96, page 116, the name of the last mentioned company was changed to the Norfolk and Ocean View Railroad Company.

(2) The Virginia Electric Company, incorporated February 23, 1898, Acts 1897-98, page 495, and the Electrical Company of Virginia, incorporated March 10, 1884, Acts 1883-84, page 470, by agreement dated April 1, 1898, were merged, and the consolidated company conducted under the name of the Virginia Electric Company, which latter company was acquired by the Norfolk and Ocean View Railway Company by deed of purchase, dated November 2, 1899.

HISTORY—CONTINUED.

(3) The Norfolk, Willoughby Spit and Old Point Railroad Company was incorporated January 18, 1896, Acts 1895-96, page 117, and amended February 12, 1898, Acts 1897-98, page 352, and acquired by the Norfolk and Ocean View Railway Company by deed of purchase, dated November 2, 1899.

(c) Berkley Electric Light and Power Company, incorporated by decree of circuit court, county of Norfolk, July 22, 1896. (Charter Book 1, page 243). All the rights, privileges and franchises of this company were conveyed to the Norfolk Railway and Light Company by deed dated December 29, 1899.

(d) Norfolk, Heat, Light and Power Company, incorporated by decree of the corporation court of city of Norfolk at its November term in the year of 1899, which said act of incorporation was ratified, confirmed and amended March 7, 1900, Acts of Assembly 1899-1900, page 1096. All the property, rights, privileges and franchises of this company were conveyed to the Norfolk Railway and Light Company by deed dated June 6, 1911.

What carrier operates the road of this company?—This company is being operated by the Virginia Railway and Power Company, successor to the Norfolk and Portsmouth Traction Company from July 1, 1911, under the lease, for the term of ninety-nine years, dated June 1, 1906.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term</i> |
|----------------------------|-----------------------------|-----------------------------------|
| R. Lancaster Williams..... | Baltimore, Md..... | October 7, 1913. |
| F. W. Roebbling, Jr..... | Trenton, N. J..... | |
| Frank Jay Gould..... | New York City..... | |
| Geo. H. Taylor..... | New York City..... | |
| Thos. S. Wheelwright..... | Richmond, Va..... | |
| F. Sitterding..... | Richmond, Va..... | |
| R. F. Baldwin..... | Norfolk, Va..... | |
| N. Beaman..... | Norfolk, Va..... | |
| Caldwell Hardy..... | Norfolk, Va..... | |
| E. C. Hathaway..... | Norfolk, Va..... | |
| J. W. Perry..... | Norfolk, Va..... | |
| Richard B. Tunstall..... | Norfolk, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|--------------------------|---------------------------|--------------------------|
| President..... | Thos. S. Wheelwright..... | Richmond, Va. |
| Vice-President..... | Caldwell Hardy..... | Norfolk, Va. |
| Vice-President..... | E. C. Hathaway..... | Norfolk, Va. |
| Secretary-Treasurer..... | W. J. Kehl..... | Richmond, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, W. J. Kehl; title, Secretary and Treasurer; address, Norfolk, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—October 1, 1912.

Date of last closing of stock books before end of year for which this report is made—Not closed.

Total number of stockholders of record—344.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—The Norfolk Railway and Light Company is operated by the Virginia Railway and Power Company as successor to the Norfolk and Portsmouth Traction Company under a lease with the latter company of ninety-nine years from June 1, 1906; and the operation of the road for the year June 30, 1913, is included in the report of the Virginia Railway and Power Company for the years 1912-1913.

ROAD OPERATED.

This company (Norfolk Railway and Light Company) is operated by the Virginia Railway and Power Company, successor to the Norfolk and Portsmouth Traction Company, under a lease of 99 years from June 1, 1906.

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

| STATE OR TERRITORY | Line Owned |
|--|------------|
| Total mileage owned (single track) | 35.771 |

ROAD ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OPERATING COMPANY | TERMINI | | Miles of Line | LEASE OR AGREEMENT | | Concise Summary of Provisions |
|--|------------------------------|----------------------------------|------------------|--------------------|----------------|--|
| | From | To | | TERM | | |
| Virginia Railway and Power Company..... | Through city of Norfolk..... | Ocean View and Wilmoughby Spit.. | 35.771 | June 1, 1906... | June 1, 2005.. | Payments in cash of \$16,500.00 on June 1, 1906; December 1, 1906, and June 1, 1907; \$24,760.00 on December 1, 1907, and June 1, 1908; \$33,000.00 on December 1, 1908, June 6, 1909, December 1, 1909, and June 1, 1910; \$41,200.00 on December 1, 1910, June 1, 1911, December 1, 1911 and June 1, 1912; \$49,500.00 on December 1, 1912, and same amount thereafter on June 1 and December 1 of each year until expiration of lease. Lessee also pays interest on bonded debt of the lessor and maintains the property. |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | Rate | INTEREST | | | |
|-----------------------------------|------------------|---------------------|----------------------------------|--|---|------------------------------|--|------|-----------------|------------------------------------|-------------------------------|--|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | | | When Payable | Amount Accrued Dur- ing Year | Amount Paid During Year | |
| Mortgage Bonds: | | | | | | | | | | | | |
| N. Ry. & L. Co. | 1899 | 1949 | \$ 4,000,000 | \$ 2,950,000 | | \$ 130,000 | \$ 2,820,000 | 5 | M. & N. | \$ 147,500 00 | \$ 147,500 00 | |
| N. S. R. R. Co. | 1898 | 1944 | | 915,000 | | 61,000 | 854,000 | 5 | J. & J. | 45,750 00 | 48,875 00 | |
| N. S. R. R. Co. | 1898 | 1944 | Additional from 1-1-13 | 125,000 | | | 125,000 | 5 | J. & J. | 3,125 00 | | |
| N. C. Ry. Co. | Reti red | | \$125,000 on 1-1-13 | | | | | 6 | 1-1-13 | 3,750 00 | 3,750 00 | |
| Va. Elec. Co. | 1898 | 1928 | | 10,000 | | | 10,000 | 5 | A. & O. | 500 01 | 500 00 | |
| Total | | | \$ 4,000,000 | \$ 4,000,000 | | \$ 191,000 | \$ 3,809,000 | | | \$ 200,625 01 | \$ 200,625 00 | |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|----------------|-----------------------------|--|----------------------------|---------------|--|----------------------------|-------------------------|
| | | In Treasury | In Sinking and Other Funds | | | Amount Accrued During Year | Amount Paid During Year |
| | | | | | | | |
| Mortgage bonds | \$4,000,000 00 | | | \$ 191,000 00 | \$3,809,000 00 | \$ 200,625 01 | \$ 200,625 00 |

*Paid by Virginia Railway and Power Company, successor, leasee.

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | | REMARKS |
|--------------------|-----------------------------------|----------------------------|---------------|--|
| | | Miles | Amount | |
| Capital stock..... | \$ 1,650,000 00 | 35.77 | \$ 46,128 04 | Includes also cost of light and power property and other invest- ments.. |
| Funded debt..... | 4,000,000 00 | 35.77 | 111,825 55 | |
| Total..... | \$ 5,650,000 00 | 35.77 | \$ 157,953 59 | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 |
|--|--|
| Balance—Current liabilities.....\$ 37,243 92 | Total—Current liabilities.....\$ 37,243 92 |
| Total.....\$ 37,243 92 | Total.....\$ 37,243 92 |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Total Cost to June 30, 1913 |
|---|-----------------------------------|-----------------------------|-----------------------------------|
| ROAD: | | | |
| Property, franchises, rights, and privileges..... | \$5,034,090 82 | | \$ 5,034,090 82 |
| Right of way..... | 1,475 00 | \$ 3 75 | 1,473 75 |
| Other land used in electric railway operations..... | | | |
| Grading..... | | | |
| Ballast..... | | | |
| Ties..... | | | |
| Rails, rail fastenings and joints..... | | | |
| Special work..... | | | |
| Underground construction..... | | | |
| Paving..... | 51,398 85 | | 51,398 85 |
| Track laying and surfacing..... | | | |
| Roadway tools..... | | | |
| Tunnels..... | | | |
| Elevated structures and foundations..... | | | |
| Bridges, trestles and culverts..... | | | |
| Crossings, fences, cattle guards and signs..... | | | |
| Interlocking and other signal apparatus..... | | | |
| Telegraph and telephone lines..... | | | |
| Poles and fixtures..... | | | |
| Underground conduits..... | 76,994 95 | | 76,994 95 |
| Transmission system..... | | | |
| Distribution system..... | | | |
| Power-plant buildings..... | | | |
| Substation buildings..... | | | |
| General office buildings..... | 25,888 73 | | 25,888 73 |
| Shops and carhouses..... | | | |
| Stations, waiting rooms and miscellaneous buildings..... | | | |
| Docks and wharves..... | | | |
| Power-plant equipment..... | 63,396 72 | | 63,396 72 |
| Park and resort property..... | 7,231 38 | | 7,231 38 |
| Total..... | \$5,260,476 45 | \$ 3 75 | \$ 5,260,480 20 |
| EQUIPMENT: | | | |
| Cars..... | | | |
| Locomotives..... | \$ 39,156 97 | | \$ 39,156 97 |
| Electric equipment of cars..... | | | |
| Other rail equipment..... | | | |
| Miscellaneous equipment..... | 4,878 50 | | 4,878 50 |
| Total..... | \$ 44,035 47 | | \$ 44,035 47 |
| Miscellaneous light and power equipment and ap- paratus..... | \$ 127,003 88 | | \$ 127,003 88 |
| Ferry additions..... | 9,107 12 | | 9,107 12 |
| Total..... | \$ 136,111 00 | | \$ 136,111 00 |
| RECAPITULATION: | | | |
| Miscellaneous light, power and ferry..... | \$ 136,111 00 | | \$ 136,111 00 |
| Road..... | 5,260,476 45 | \$ 3 75 | 5,260,480 20 |
| Equipment..... | 44,035 47 | | 44,035 47 |
| Total..... | \$5,440,622 92 | \$ 3 75 | \$ 5,440,626 67 |

Cost of road, equipment and general expenditures per mile of line—These divisions not ascertainable as the respondent company is the result of several reorganizations and consolidations as outlined on page 1087. Furthermore the amount shown as above includes also the electric and power property of the company.

INCOME ACCOUNT.

| | |
|--|--------------|
| Gross income from lease of road..... | \$ 99,000 00 |
| DISPOSITION OF NET CORPORATE INCOME: | |
| Dividends 6 per cent. on \$1,650,000 common stock..... | \$ 99,000 00 |

Explanatory Remarks.

The bond interest and the taxes of the respondent company are payable by the Virginia Railway and Power Company under the lease, and have been paid by the latter company and included in its report for June 30, 1913.

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

Other than Railway Stocks.

| NAME | Total Par Value of Securities Owned | DIVIDENDS DECLARED | | Valuation of Securities Owned |
|--|---|--------------------|--------------|-------------------------------------|
| | | Rate | Amount | |
| City Gas Co. of Norfolk..... | \$ 401,100 00 | 6 | \$ 24,066 00 | \$ 235,000 00 |
| Jamestown Exposition Co., common..... | 10,000 00 | | | |
| Jamestown Exposition Co., preferred..... | 10,000 00 | | | 9,400 00 |
| United Owners Realty Corporation..... | 1,200 00 | | | 1,200 00 |
| Norfolk Horse Show and Fair Association..... | 1,000 00 | | | 751 00 |
| Total..... | \$ 423,300 00 | | \$ 24,066 00 | \$ 246,351 00 |

Other than Railway Funded Debt.

| NAME | Total Par Value of Securities Owned | INTEREST ACCRUED | | Valuation of Securities Owned |
|--------------------------|---|------------------|----------|-------------------------------------|
| | | Rate | Amount | |
| Virginia Club bonds..... | \$ 300 00 | 5 | \$ 15 00 | \$ 226 25 |

Explanatory Remarks.

The income from the securities noted on this page goes to the Virginia Railway and Power Company as part income of the leased property of the respondent company under the terms of the lease.

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|-----------------|------------------------------------|-----------------|---------------------------|----------|
| | | | Increase | Decrease |
| Total | | Total | | |
| \$ 5,440,622 92 | Cost of road..... | \$ 5,440,626 67 | \$ 3 75 | |
| 246,617 25 | Funded debt owned..... | 246,617 25 | | |
| | OTHER ASSETS | | | |
| 95,086 94 | Norfolk Ry. & Light Co. bonds..... | 130,152 49 | 35,065 55 | |
| 50,201 36 | Norfolk St. R. R. Co. bonds..... | 61,732 63 | 11,531 27 | |
| 9,913 70 | Sale real estate..... | 10,417 16 | 503 46 | |
| \$ 5,842,442 17 | Grand total..... | \$ 5,889,546 20 | \$ 47,104 03 | |
| | LIABILITIES | | | |
| \$ 1,650,000 00 | Capital stock, common..... | \$ 1,650,000 00 | | |
| 4,000,000 00 | Funded debt..... | 4,000,000 00 | | |
| 37,240 17 | Virginia Ry. and Power Co..... | 37,243 92 | \$ 3 75 | |
| 155,202 00 | Reserve, sinking fund..... | 202,302 28 | 47,100 28 | |
| \$ 5,842,442 17 | Grand total..... | \$ 5,889,546 20 | \$ 47,104 03 | |

IMPORTANT CHANGES DURING THE YEAR.

Decrease in mileage by line abandoned or line straightened—Decrease in mileage. 539, due to re-measurement of road.

All new funded debt issued—Retired \$125,000 par value bonds Norfolk City Railway Company, maturing January 1, 1903, and issued instead \$125,000 par value Norfolk Street Railroad Company maturing January 1, 1944.

Norfolk Southern Railroad Company—Electric Railroad

HISTORY.

Exact name of common carrier making this report—Electric Railroad—
Norfolk Southern Railroad Company.

Date of organization—May, 1910.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Virginia, pursuant to provisions of an act of the General Assembly of Virginia, entitled "An act concerning corporations," which became a law the 21st day of May, 1903, and amendments thereto.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|---------------------------|-----------------------------|------------------------------------|
| Phillip Allen..... | Providence, R. I..... | } October 14, 1914. |
| Frederick Bull..... | New York, N. Y..... | |
| R. R. Colgate..... | New York, N. Y..... | |
| W. E. Corey..... | New York, N. Y..... | |
| T. L. Chadbourne, Jr..... | New York, N. Y..... | |
| E. C. Duncan..... | Raleigh, N. C..... | |
| C. E. Foy..... | New Bern, N. C..... | |
| C. H. Hix..... | Norfolk, Va..... | |
| Jos. W. Harrison..... | New York, N. Y..... | |
| B. A. Jackson..... | Providence, R. I..... | |
| A. W. Kuck..... | New York, N. Y..... | |
| S. H. Nicholson..... | Providence, R. I..... | |
| Marsden J. Perry..... | Providence, R. I..... | |
| R. H. Swartwout..... | New York, N. Y..... | |
| Frank A. Sayles..... | Saylesville, R. I..... | |
| F. A. Vanderlip..... | New York, N. Y..... | |
| W. H. Williams..... | New York, N. Y..... | |
| Lewis L. Clark..... | New York, N. Y..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|--------------------------|--------------------------|
| Chairman of the Board..... | Marsden J. Perry..... | New York, N. Y. |
| President..... | C. H. Hix..... | Norfolk, Va. |
| First Vice-President..... | R. H. Swartwout..... | New York, N. Y. |
| Secretary..... | M. S. Hawkins..... | Norfolk, Va. |
| Treasurer..... | M. Manly..... | Norfolk, Va. |
| General Solicitor..... | W. B. Rodman..... | Norfolk, Va. |
| Attorney, or General Counsel..... | Chadbourne & Shores..... | New York, N. Y. |
| Auditor..... | W. L. Bird..... | Norfolk, Va. |
| General Manager..... | C. H. Hix..... | Norfolk, Va. |
| Chief Engineer..... | F. L. Nicholson..... | Norfolk, Va. |
| General Superintendent..... | L. D. Mathes..... | Norfolk, Va. |
| Traffic Manager..... | E. D. Kyle..... | Norfolk, Va. |
| General Passenger Agent..... | H. S. Leard..... | Norfolk, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, W. L. Bird; title, Auditor; address, Norfolk, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—October 8, 1913.

Date of last closing of stock books before end of year for which this report is made—September 21, 1912.

Total number of stockholders of record—257.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

Did any individual, association, or corporation, as trustees, control the respondent on June 30, 1913?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|------------------------------|----------------------------|--|---|
| | From | To | | |
| <i>Line Owned:</i> | | | | |
| Electric R. R. (South route)..... | Tidewater Jct..... | Twenty-fifth street.... | 18.90 | |
| | North Jct..... | South Jct..... | 1.73 | |
| Electric R. R. (North route)..... | Eleventh st., Norfolk, | Virginia Beach..... | 23.06 | 43.69 |
| <i>Line Operated Under Trackage Rights:</i> | | | | |
| Virginia Ry. and Power Co..... | City Hall ave., Norfolk..... | Eleventh st., Norfolk..... | .87 | |
| Norfolk Southern R. R..... | Lovitt ave..... | Tidewater Jct..... | 1.79 | |
| Norfolk Terminal Ry..... | Union Station, Norfolk | Lovitt ave., Norfolk... | .36 | 3.02 |
| Total mileage operated..... | | | 46.71 | 46.71 |

Explanatory Remarks.

Electric Railroad (North route), Eleventh street, Norfolk, to Virginia Beach, 23.06, includes mileage heretofore reported as follows:

North route (Eleventh street, Norfolk, to Virginia Beach)..... 22.30

Water Works Branch (Denny's to Norfolk City Water Works)..... 0.76

23.06

FUNDED DEBT.

Capital stock and funded debt covered by N. S. R. R. Co. proper, cannot segregate.

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 |
|--|--|
| Cash—Cr.....\$ 5,565 98 | Accounts payable.....\$ 33,702 25 |
| Accounts receivable.....15,888 56 | Miscellaneous: |
| Materials and supplies.....7,165 35 | N. S. R. R. General account.....145,098 03 |
| Miscellaneous: | Reserve for accrued depreciation on |
| Work orders, incomplete.....25,277 42 | equipment.....2,012 20 |
| Greenwich accident suspense.....10,220 00 | Reserve for operating expenses.....750 00 |
| Suspense claims.....130 40 | Total—Current liabilities.....\$ 181,562 48 |
| Total—Cash and current assets.....\$ 53,105 75 | |
| Balance—Current liabilities.....128,456 73 | |
| Total.....\$181,562 48 | Total.....\$ 181,562 48 |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Total Cost to June 30, 1913 |
|---|-----------------------------------|-----------------------------|-----------------------------------|
| ROAD: | | | |
| Right of way..... | | \$ 7,880 83 | \$ 7,880 83 |
| Grading..... | | 114 00 | 114 00 |
| Ballast..... | | 85 00 | 85 00 |
| Ties..... | | 425 00 | 425 00 |
| Rails, rail fastenings and joints..... | | 400 04 | 400 04 |
| Stations, waiting rooms and miscellaneous buildings..... | | 1,154 00 | 1,154 00 |
| Total..... | | \$ 10,058 87 | \$ 10,058 87 |
| EQUIPMENT: | | | |
| Cars..... | \$ 80,544 17 | \$ 10,911 72 | \$ 71,455 89 |
| Locomotives..... | 11,351 37 | | 11,351 37 |
| Electric equipment of cars..... | 36,359 44 | | 36,359 44 |
| Total..... | \$ 108,254 98 | \$ 10,911 72 | \$ 119,166 70 |
| RECAPITULATION: | | | |
| Road..... | | \$ 10,058 87 | \$ 10,058 87 |
| Equipment..... | \$ 108,254 98 | 10,911 72 | 119,166 70 |
| Total..... | \$ 108,254 98 | \$ 20,970 59 | \$ 129,225 57 |
| Cost of road per mile of line..... | | \$ 230 23 | \$ 230 23 |
| Cost of equipment per mile of line..... | \$ 2,477 80 | 249 76 | 2,727 56 |
| Total per mile of line..... | \$ 2,477 80 | \$ 479 99 | \$ 2,957 79 |

INCOME ACCOUNT.

| | | |
|---|-------------|---------------|
| Operating revenues..... | | \$ 273,910 01 |
| Operating expenses..... | | 241,464 82 |
| Net operating revenue..... | | \$ 32,445 19 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes— | | |
| On real and personal property..... | \$ 9,205 33 | |
| On capital stock..... | 25 00 | |
| On earnings..... | 273 91 | |
| Total deductions..... | | 9,504 24 |
| Net income..... | | \$ 22,940 95 |
| Surplus for year..... | | \$ 22,940 95 |
| PROFIT OR LOSS ADJUSTMENTS DURING YEAR: | | |
| Credits: | | |
| Surplus for year..... | | 22,940 95 |
| Surplus at close of year..... | | \$ 22,940 95 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|---------------|------------------------------------|---------------|---------------------------|----------|
| Total | ASSETS | Total | Increase | Decrease |
| ----- | Cost of road..... | \$ 10,058 87 | ----- | ----- |
| ----- | Cost of equipment..... | 119,166 70 | ----- | ----- |
| ----- | OTHER PERMANENT INVESTMENTS | | | |
| ----- | Lands owned..... | 26,679 50 | ----- | ----- |
| ----- | Cash and current assets..... | 53,105 75 | ----- | ----- |
| ----- | Grand total..... | \$ 209,010 82 | ----- | ----- |
| ----- | LIABILITIES | | | |
| ----- | Current liabilities..... | \$ 181,562 48 | ----- | ----- |
| ----- | ACCRUED LIABILITIES | | | |
| ----- | Taxes accrued and not yet due..... | 4,507 39 | ----- | ----- |
| ----- | Surplus..... | 22,940 95 | ----- | ----- |
| ----- | Grand total..... | \$ 209,010 82 | ----- | ----- |

Radford Water Power Company

HISTORY.

Exact name of common carrier making this report—Radford Water Power Company.

Date of organization—February 13, 1901.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Virginia.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—Successors to Radford Electric Light and Power Company, Radford Street Railway Company, Radford Development and Improvement Company.

Date and authority for each consolidation—February 13, 1901.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|---------------------|-----------------------------|------------------------------------|
| J. J. Mott..... | Statesville, N. C..... | Not fixed. |
| G. E. Cassell..... | Radford, Va..... | |
| A. F. Dodds..... | Radford, Va..... | |
| Lewin Hardy..... | Radford, Va..... | |
| J. W. Flanagan..... | Radford, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|---|---------------------|--------------------------|
| President..... | J. J. Mott..... | Statesville, N. C. |
| First Vice-President..... | G. E. Cassell..... | Radford, Va. |
| Secretary-Treasurer..... | Jno. M. Sharpe..... | Radford, Va. |
| Attorney, or General Counsel..... | H. C. Tyler..... | East Radford, Va. |
| General Manager and Superintendent..... | O. F. Dodds..... | Radford, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, Jno. M. Sharpe; title, Secretary and Treasurer; address, Radford, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—May 29, 1913.

Total number of stockholders of record—7.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|-------------------------|-----------------------|--|-----------------------------------|---|
| | From | To | | |
| Radford Water Power Co. | East Radford Depot... | Lynchburg Foundry Co. (Pipe Works).... | 2.62 | |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorised | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | Total Par Value Not Held by Respondent Corporation | Rate | INTEREST | | |
|--|------------------|---------------------|----------------------------------|--|---|------------------------------|-----------------|--|------|------------------------------------|-------------------------------|-------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | When Payable | | | Amount Accrued Dur- ing Year | Amount Paid During Year | |
| <i>Mortgage Bonds:</i> First mortgage 6 per cent. gold bond s... | 1902 | 1922 | \$ 100,000 | \$ 100,000 | | | | \$ 100,000 | 6 | J. & J. | \$ 6,000 00 | \$ 6,000 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|--------------------|-------------------------------------|---|---------------------------------|---|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | Total Par Value Held by Respondent Corporation | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds.... | \$ 100,000 00 | | | | \$ 100,000 00 | \$ 6,000 00 | \$ 6,000 00 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|--------------|
| | | Miles | Amount |
| Capital stock..... | \$ 50,000 00 | 2.62 | \$ 19,083 97 |
| Funded debt..... | 100,000 00 | 2.62 | 38,167 93 |
| Total..... | \$ 150,000 00 | 2.62 | \$ 57,251 90 |

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE
FOR PAYMENT OF CURRENT
LIABILITIES

| | |
|-----------------------------|-------------|
| Bills receivable..... | \$ 1,340 83 |
| Accounts receivable..... | 748 61 |
| Materials and supplies..... | 446 01 |

Total—Cash and current assets..\$ 2,535 51
Balance—Current liabilities..... 17,969 21

Total.....\$ 20,504 72

CURRENT LIABILITIES ACCRUED TO
AND INCLUDING JUNE
30, 1913

| | |
|-------------------------------|--------------|
| Loans and notes payable..... | \$ 19,011 72 |
| Accounts payable..... | 1,332 06 |
| Miscellaneous: | |
| Overdraft at Farmers and Mer- | |
| chants Bank..... | 160 94 |

Total—Current liabilities.....\$ 20,504 72

Total.....\$ 20,504 72

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage Per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|---------------------------------------|-------------------------|-----------------|-------|--|---|
| | From | To | Miles | | |
| First mortgage 6 per cent. bonds..... | East Radford Depot..... | Pipe Works..... | 2.63 | \$ 38,168 | All property belonging to Radford Water Power Co. |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Deductions During Year | Total Cost to June 30, 1913 |
|---|-----------------------------------|-----------------------------|------------------------------|-----------------------------------|
| ROAD: | | | | |
| Engineering and superintendence..... | \$ 1,750 00 | ----- | \$ 1,000 00 | \$ 750 00 |
| Track laying and surfacing..... | 10,057 17 | ----- | | 10,057 17 |
| Transmission system..... | 1,000 00 | ----- | | 1,000 00 |
| Shops and carhouses..... | 3,245 22 | ----- | | 3,245 22 |
| Power-plant equipment..... | 3,000 00 | ----- | | 3,000 00 |
| Substation equipment..... | 7,500 00 | ----- | 1,500 00 | 6,000 00 |
| Shop equipment..... | 509 23 | ----- | | 509 23 |
| Total..... | \$ 27,061 62 | ----- | \$ 2,500 00 | \$ 24,561 62 |
| EQUIPMENT: | | | | |
| Cars..... | \$ 1,400 00 | \$ 250 00 | | \$ 1,650 00 |
| Locomotives..... | 3,148 04 | ----- | \$ 2,798 04 | 350 00 |
| Total..... | \$ 4,548 04 | \$ 250 00 | \$ 2,798 04 | \$ 2,000 00 |
| GENERAL EXPENDITURES: | | | | |
| Miscellaneous (Light and water department)..... | \$180,462 67 | \$ 250 00 | \$ 37,851 63 | \$ 142,611 04 |
| RECAPITULATION: | | | | |
| Road..... | \$ 27,061 62 | | \$ 2,500 00 | \$ 24,561 62 |
| Equipment..... | 4,548 04 | \$ 250 00 | 2,798 04 | 2,000 00 |
| General expenditures..... | 180,462 67 | | 37,851 63 | 142,611 04 |
| Total..... | \$212,072 33 | \$ 250 00 | \$ 43,149 67 | \$ 169,172 66 |
| Cost of road per mile of line..... | \$ 10,289 59 | | | \$ 9,375 00 |
| Cost of equipment per mile of line..... | 1,729 29 | | | 763 00 |
| General expenditures per mile of line..... | | | | 54,439 69 |
| Total per mile of line..... | \$ 12,018 88 | | | \$ 64,569 69 |

INCOME ACCOUNT.

Correct figures not available.

COMPARATIVE GENERAL BALANCE SHEET.

Correct figures not available.

Richmond and Chesapeake Bay Railway Company

HISTORY.

Exact name of common carrier making this report—Richmond and Chesapeake Bay Railway Company.

Date of organization—January 27, 1905.

Under laws of what Government, State or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Virginia.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|------------------------|-----------------------------|------------------------------------|
| Frank Jay Gould..... | 149 Broadway, N. Y..... | Election of successor. |
| Henry W. Anderson..... | Richmond, Va..... | |
| F. Sitterding..... | Richmond, Va..... | |
| H. G. Northrop..... | Fredericksburg, Va..... | |
| Guy Phillips..... | 165 Broadway, N. Y..... | |
| Geo. H. Taylor..... | 149 Broadway, N. Y..... | |
| Wm. C. Whitner..... | Richmond, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|----------------------|--------------------------|--------------------------|
| President..... | Frank Jay Gould..... | New York City. |
| Vice-President..... | Wm. C. Whitner..... | Richmond, Va. |
| Secretary..... | Guy Phillips..... | New York City. |
| Treasurer..... | Guy Phillips..... | New York City. |
| General Auditor..... | G. B. Williams..... | Richmond, Va. |
| General Manager..... | H. G. Northrop..... | Fredericksburg, Va. |
| Superintendent..... | T. Norman Jones, Jr..... | Richmond, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, G. B. Williams; title, General Auditor; address, Seventh and Franklin street, Richmond, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—March 5, 1913.

Total number of stockholders of record—8.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|-------------------|------------------|-----------------------------------|---|
| | From | To | | |
| Richmond and Chesapeake Bay Railway Co. | Richmond, Va..... | Ashland, Va..... | ..... | 14.72 |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | Rate | INTEREST | | |
|--|------------------|---------------------|----------------------------------|--|---|------------------------------|--|------|-----------------|------------------------------------|-------------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | | | When Payable | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage Bonds: First mort. gold..... | 1907 | 1937 | \$ 1,000,000 | \$ 1,000,000 | | | \$ 1,000,000 | 5 | M. & N. | \$ 50,000 00 | |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|---------------------|-----------------------------|--|---------------------------|--|----------------------------|-------------------------|
| | | In Treasury | In Sinking or Other Funds | | Amount Accrued During Year | Amount Paid During Year |
| Mortgage bonds..... | \$1,000,000 00 | | | \$1,000,000 00 | \$ 50,000 00 | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|--------------|
| | | Miles | Amount |
| Capital stock..... | \$ 2,500 00 | 14.72 | \$ 169 84 |
| Funded debt..... | 1,000,000 00 | 14.72 | 67,934 78 |
| Total..... | \$1,002,500 00 | 14.72 | \$ 68,104 62 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 |
|--|--|
| Cash.....\$ 15,512 92 | Loans and notes payable.....\$ 348,205 84 |
| Accounts receivable.....245,381 66 | Accounts payable.....6,947 27 |
| Materials and supplies.....8,213 32 | Matured interest on funded debt un- |
| Prepaid accounts.....325 93 | paid.....275,000 00 |
| Miscellaneous: | Miscellaneous matured interest un- |
| Agents and conductors.....152 82 | paid.....85,627 71 |
| | Miscellaneous: |
| | Outstanding mileage.....652 43 |
| | Employees deposits.....46 00 |
| Total—Cash and current assets.....\$269,586 65 | Total—Current liabilities.....\$ 716,479 25 |
| Balance—Current liabilities.....446,892 60 | |
| Total.....\$716,479 25 | Total.....\$ 716,479 25 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage Per Mile of Line |
|--------------------------------------|----------------|--------------|-------|--|
| | From | To | Miles | |
| First mort. 5 per cent. gold..... | Richmond..... | Ashland..... | 14.72 | \$ 67,935 |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Total Cost to June 30, 1913 |
|---|-----------------------------------|-----------------------------|-----------------------------------|
| ROAD: | | | |
| Engineering and superintendence..... | \$ 38,405 81 | \$ 10 15 | \$ 38,415 96 |
| Right of way..... | 107,596 68 | 97 77 | 107,694 45 |
| Other land used in electric railway operations..... | 24,852 39 | | 24,852 39 |
| Special work..... | 446,449 52 | | 446,449 52 |
| Track laying and surfacing..... | 1,749 15 | | 1,749 15 |
| Roadway tools..... | 238 59 | | 238 59 |
| Bridges, trestles and culverts..... | Cr. 71 34 | | Cr. 71 34 |
| Poles and fixtures..... | Cr. 66 00 | Cr. 4 00 | Cr. 70 00 |
| Underground conduits..... | 39,560 63 | | 39,560 63 |
| Shops and carhouses..... | 34,979 49 | 325 00 | 35,304 49 |
| Stations, waiting rooms and miscellaneous buildings..... | 629 23 | 50 10 | 679 33 |
| Power-plant equipment..... | 32,416 89 | | 32,416 89 |
| Shop equipment..... | 2,749 42 | | 2,749 42 |
| Property not used in operation..... | 5,832 17 | | 5,832 17 |
| Total..... | \$ 735,322 63 | \$ 479 02 | \$ 735,801 65 |
| EQUIPMENT: | | | |
| Cars..... | \$ 28,604 79 | \$ 4 72 | \$ 28,609 51 |
| Electric equipment of cars..... | 41,635 31 | | 41,635 31 |
| Miscellaneous equipment..... | 867 61 | | 867 61 |
| Total..... | \$ 71,107 71 | \$ 4 72 | \$ 71,112 43 |
| GENERAL EXPENDITURES: | | | |
| Law expenses..... | \$ 7,500 00 | | \$ 7,500 00 |
| Interest..... | 144,557 85 | \$ 519 48 | 145,077 33 |
| Miscellaneous..... | 36,516 20 | | 36,516 20 |
| Total..... | \$ 188,574 05 | \$ 519 48 | \$ 189,093 53 |
| RECAPITULATION: | | | |
| Road..... | \$ 735,322 63 | \$ 479 02 | \$ 735,801 65 |
| Equipment..... | 71,107 71 | 4 72 | 71,112 43 |
| General expenditures..... | 188,574 05 | 519 48 | 189,093 53 |
| Total..... | \$ 995,004 39 | \$ 1,003 22 | \$ 996,007 61 |
| Cost of road per mile of line..... | \$ 49,953 98 | | \$ 49,986 52 |
| Cost of equipment per mile of line..... | 4,830 69 | | 4,831 02 |
| General expenditures per mile of line..... | 12,810 74 | | 12,846 03 |
| Total per mile of line..... | \$ 67,595 41 | | \$ 67,663 57 |

INCOME ACCOUNT.

| | |
|---|---------------|
| Operating revenues..... | \$ 61,629 11 |
| Operating expenses..... | 48,012 29 |
| Net operating revenue..... | \$ 13,616 82 |
| Gross income less operating expenses..... | \$ 13,616 82 |
| DEDUCTIONS FROM INCOME: | |
| Taxes— | |
| On real and personal property..... | \$ 4,125 73 |
| On capital stock..... | 10 00 |
| On earnings..... | 609 36 |
| Interest— | |
| On funded debt..... | 50,000 00 |
| On floating debt..... | 10,702 89 |
| Total deductions..... | 65,447 96 |
| Net loss..... | \$ 51,831 16 |
| Deficit for year..... | \$ 51,831 16 |
| Deficit at beginning of year..... | 258,475 99 |
| Deficit at close of year..... | \$ 310,307 15 |

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

Other than Railway Stocks.

| NAME | Total Par Value of Securities Owned | DIVIDENDS DECLARED | | Valuation of Securities Owned |
|------------------------------------|---|--------------------|--------|-------------------------------------|
| | | Rate | Amount | |
| Fredericksburg Power Co., Inc..... | \$ 50,000 00 | ----- | ----- | \$ 139,826 19 |
| Virginia Light and Power Co..... | 1,000 00 | ----- | ----- | 1,110 33 |
| Brook Turnpike Co..... | 25,000 00 | ----- | ----- | 17,067 63 |
| Total..... | \$ 76,000 00 | ----- | ----- | \$ 158,024 35 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | | YEAR ENDING JUNE 30, 1913 | |
|-----------------|--|----------------|---------------|---------------------------|--|
| Total | ASSETS | Total | Increase | Decrease | |
| \$ 735,322 63 | Cost of road..... | \$ 735,801 65 | \$ 479 02 | | |
| 71,107 71 | Cost of equipment..... | 71,112 43 | 4 72 | | |
| 188,574 05 | General expenditures..... | 189,063 53 | 519 48 | | |
| | OTHER PERMANENT INVESTMENTS | | | | |
| 158,024 35 | Stocks owned..... | 158,024 35 | | | |
| 205,230 95 | Cash and current assets..... | 209,586 65 | 64,355 70 | | |
| | OTHER ASSETS: | | | | |
| 258,475 99 | Deficit..... | 310,307 15 | 51,831 16 | | |
| \$ 1,616,735 68 | Grand total..... | \$1,733,925 76 | \$ 117,190 08 | | |
| | LIABILITIES: | | | | |
| \$ 2,500 00 | Capital stock, common..... | \$ 2,500 00 | | | |
| 1,000,000 00 | Funded debt..... | 1,000,000 00 | | | |
| 600,225 82 | Current liabilities..... | 716,479 25 | \$ 116,253 43 | | |
| | ACCRUED LIABILITIES | | | | |
| 2,604 08 | Taxes accrued and not yet due..... | 2,674 46 | 70 38 | | |
| 8,333 33 | Interest on funded debt accrued and not yet due..... | 8,333 33 | | | |
| 3,072 45 | Miscellaneous interest accrued and not yet due..... | 3,938 72 | 866 27 | | |
| \$ 1,616,735 68 | Grand total..... | \$1,733,925 76 | \$ 117,190 08 | | |

Richmond and Henrico Railway Company

HISTORY.

Exact name of common carrier making this report—Richmond and Henrico Railway Company.

Date of organization—November 5, 1906.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—United States Government, State of Virginia.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|------------------------|-------------------------------|------------------------------------|
| W. S. Forbes..... | Richmond, Va..... | Fourth Monday in March, 1914. |
| W. F. Jenkins..... | Richmond, Va..... | |
| J. C. Hagan..... | Richmond, Va..... | |
| S. L. Kelley..... | Richmond, Va..... | |
| C. Sims Bailey..... | Richmond, Va..... | |
| Chas. Magee..... | Toronto, Ontario, Canada..... | |
| E. E. A. Duvernet..... | Toronto, Ontario, Canada..... | |
| A. J. Glasebrook..... | Toronto, Ontario, Canada..... | |
| C. R. Cumberland..... | Toronto, Ontario, Canada..... | |

PRINCIPAL OFFICERS.

| <i>Title</i> | <i>Name</i> | <i>Official Address</i> |
|--|---------------------|--|
| President..... | W. S. Forbes..... | Richmond, Va., care W. S. Forbes & Co. |
| First Vice-President..... | W. F. Jenkins..... | Richmond, Va., 900 E. Clay St. |
| Secretary-Treasurer..... | J. C. Hagan..... | Richmond, Va., Main Street Bank. |
| Attorney, or General Counsel..... | S. L. Kelley..... | Richmond, Va., Am. Natl. Bank Bldg. |
| Auditor..... | J. M. Culbreth..... | Richmond, Va., 832 E. Main St. |
| Gen'l Mgr., Chief Engineer, Gen'l Supt., | C. Sims Bailey..... | Richmond, Va., 832 E. Main St. |

Officer to whom correspondence concerning this report should be addressed: Name, C. Sims Bailey; title, General Superintendent; address, 832 East Main Street.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—27th day of March, 1913.

Date of last closing of stock books before end of year for which this report is made—March 1, 1913.

Total number of stockholders of record—13.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—Yes. If control was so held, state:

(b) The name of the beneficiary or beneficiaries for whom the trust was maintained—The Union Trust Company, Limited, of Toronto, Canada, applied for receivers to take charge of the properties and operations of the Richmond and Henrico Railway Company, on June 3, 1913, and through a decree of the law and equity court in the city of Richmond the Virginia Trust Company, Incorporated, of Richmond, Va., was appointed as receivers of the Richmond and Henrico Railway Company on June 3, 1913.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|---------------------------|-------------------------------------|-----------------------------------|---|
| | From | To | | |
| <i>Line Owned:</i> Richmond and Henrico Railway Company..... | Brook avenue..... | Louisiana street..... | 4.93 | 4.93 |
| <i>Trackage Rights:</i> Virginia Railway and Power Company: | | | | |
| Broad Street..... | Fifth street..... | Eleventh street..... | .73 | |
| Marshall Street..... | Twenty-first street..... | Twenty-fourth street..... | .16 | |
| Denny Street..... | Williamsburg avenue..... | Fifth street, Fulton..... | .14 | |
| Louisiana Street..... | Fifth street, Fulton..... | Williamsburg avenue, Fulton..... | .15 | 1.23 |
| Total mileage opera | ted..... | ..... |  | 6.16 |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | INTEREST | | |
|-----------------------------------|------------------|---------------------|----------------------------------|--|---|------------------------------|--|--------------------|------------------------------------|-------------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | Total Par Value Not Held by Respondent Corporation | When Payable | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds..... | 1911 | 1927 | \$ 2,500,000 | \$ 1,230,000 | | | \$ 1,250,000 | Semi-an- nually | \$ 62,500 00 | |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|---------------------|-------------------------------------|---|---------------------------------|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds..... | \$1,230,000 00 | | | \$1,250,000 00 | \$ 62,500 00 | |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|--------------|
| | | Miles | Amount |
| Capital stock..... | \$1,250,000 00 | 4.93 | \$253,549 70 |
| Funded debt..... | 1,250,000 00 | 4.93 | 253,549 70 |
| Total..... | \$2,500,000 00 | 4.93 | \$507,099 40 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 |
|--|--|
| Cash.....\$ 5,062 18 | Loans and notes payable.....\$ 84,964 86 |
| Accounts receivable.....7,666 45 | Accounts payable.....34,685 81 |
| Materials and supplies.....13,037 58 | |
| Miscellaneous: | |
| Citizens Rapid Transit Co.....944 94 | |
| Total—Cash and current assets..\$ 26,731 15 | Total—Current liabilities.....\$ 119,650 67 |
| Balance—Current liabilities.....92,919 52 | |
| Total.....\$119,650 67 | Total.....\$ 119,650 67 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--------------------------------|-------------------|-----------------------|-------|--|---|
| | From | To | Miles | | |
| Mortgage bonds..... | Brook avenue..... | Louisiana street..... | 4.93 | \$ 253,549 | Road and equipment as a whole. |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Deductions During Year | Total Cost to June 30, 1913 |
|---|-----------------------------------|-----------------------------|------------------------------|-----------------------------------|
| ROAD: | | | | |
| Engineering and superintendence..... | \$ 1,044 51 | | \$ 638 54 | \$ 405 97 |
| Grading..... | 584 44 | \$ 222 48 | | 806 92 |
| Ballast..... | 30 62 | | | 30 62 |
| Rails, rail fastenings and joints..... | 39 00 | | | 39 00 |
| Special work..... | 2,411 39 | 2,617 01 | | 5,028 40 |
| Paving..... | 1,577 81 | 3,718 33 | | 5,296 14 |
| Track laying and surfacing..... | 83 81 | | | 83 81 |
| Roadway tools..... | 171 55 | | | 171 55 |
| Bridges, trestles and culverts..... | 351 06 | | | 351 06 |
| Crossings, fences, cattle guards and signs..... | 34 25 | | | 34 25 |
| Interlocking and other signal ap- paratus..... | 19 71 | | | 19 71 |
| Poles and fixtures..... | 19 80 | | | 19 80 |
| Distribution system..... | 55 13 | | | 55 13 |
| Power-plant buildings..... | 535 99 | 5 00 | | 540 99 |
| Substation buildings..... | 128 20 | | | 128 20 |
| General office buildings..... | 2,429 72 | | 2,405 30 | 24 42 |
| Shops and carhouses..... | 1,388 02 | 798 78 | | 2,186 80 |
| Stations, waiting rooms and mis- cellaneous buildings..... | 887 70 | | 694 40 | 193 30 |
| Power-plant equipment..... | 1,733 15 | | 375 86 | 1,357 29 |
| Substation equipment..... | 121 41 | 61 87 | | 183 28 |
| Shop equipment..... | 6,098 17 | 32 12 | | 6,130 29 |
| Cost of road purchased..... | 1,230,000 00 | | | 1,230,000 00 |
| Total..... | \$1,249,745 44 | \$ 7,455 59 | \$ 4,114 10 | \$ 1,253,086 93 |
| EQUIPMENT: | | | | |
| Cars..... | \$ 3,104 90 | \$ 3 27 | | \$ 3,108 17 |
| Electric equipment of cars..... | | 22 22 | | 22 22 |
| Other rail equipment..... | 2,662 69 | | | 2,662 69 |
| Miscellaneous equipment..... | 1,739 92 | | \$ 60 00 | 1,679 92 |
| Total..... | \$ 7,507 51 | \$ 25 49 | \$ 60 00 | \$ 7,473 00 |
| GENERAL EXPENDITURES: | | | | |
| Injuries and damages..... | \$ 250 00 | | | \$ 250 00 |
| RECAPITULATION: | | | | |
| Road..... | \$1,249,745 44 | \$ 7,455 59 | \$ 4,114 10 | \$ 1,253,086 93 |
| Equipment..... | 7,507 51 | 25 49 | 60 00 | 7,473 00 |
| General expenditures..... | 250 00 | | | 250 00 |
| Total..... | \$1,257,502 95 | \$ 7,481 08 | \$ 4,174 10 | \$ 1,260,809 93 |
| Cost of road per mile of line..... | \$ 166,632 73 | | | \$ 254,175 86 |
| Cost of equipment per mile of line..... | 1,001 00 | | | 1,515 82 |
| General expenditures per mile of line..... | 33 33 | | | 50 70 |
| Total per mile of line..... | \$ 167,667 06 | | | \$ 255,742 38 |

INCOME ACCOUNT.

| | |
|--|---------------|
| Operating revenues..... | \$ 110,547 93 |
| Operating expenses..... | 114,017 63 |
| Net operating loss..... | \$ 3,469 73 |
| MISCELLANEOUS INCOME: | |
| Other miscellaneous income..... | 10,651 54 |
| Gross income, less operating expenses..... | \$ 7,181 81 |
| DEDUCTIONS FROM INCOME: | |
| Taxes— | |
| On real and personal property..... | \$ 13,733 48 |
| On capital stock..... | 25 00 |
| On earnings..... | 6,450 93 |
| Miscellaneous..... | 24 23 |
| Interest— | |
| On funded debt..... | 62,500 00 |
| On floating debt..... | 5,157 02 |
| Other deductions from income..... | 1,361 69 |
| Total deductions..... | 89,232 33 |
| Net loss..... | \$ 82,070 54 |
| Deficit at beginning of year..... | \$ 55,681 36 |
| Deficit at close of year..... | \$ 137,761 90 |

Miscellaneous Income.

| ITEM | Gross Income | Less Expenses | Net Miscellaneous Income |
|---|-----------------|------------------|--------------------------------|
| Viaduct operation..... | \$ 14,383 75 | \$ 3,732 19 | \$ 10,651 54 |
| Light and power franchise expenses..... | | 1,361 69 | |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|-----------------|---------------------------------|----------------|---------------------------|----------|
| | | | Increase | Decrease |
| Total | | Total | | |
| \$ 1,249,745 44 | Cost of road..... | \$1,253,086 93 | \$ 3,341 49 | |
| 7,507 51 | Cost of equipment..... | 7,473 00 | | \$ 34 51 |
| 250 00 | General expenditures..... | 250 00 | | |
| 13,873 15 | Cash and current assets..... | 26,731 15 | 12,858 00 | |
| 1,250,000 00 | Bonus account..... | 1,250,000 00 | | |
| | OTHER ASSETS | | | |
| | Cost of franchise paid Citizens | | | |
| | Rapid Transit Co..... | 20,000 00 | 20,000 00 | |
| 55,691 36 | Deficit..... | 137,761 90 | 82,070 54 | |
| \$ 2,577,067 46 | Grand total..... | \$2,695,302 98 | \$ 118,270 03 | \$ 34 51 |
| | LIABILITIES | | | |
| \$ 1,250,000 00 | Capital stock, common..... | \$1,250,000 00 | | |
| 1,250,000 00 | Funded debt..... | 1,250,000 00 | | |
| 76,045 81 | Current liabilities..... | 119,650 67 | \$ 43,605 36 | |
| | Taxes accrued and not yet due.. | 7,126 82 | 7,126 82 | |
| | Interest on funded debt accrued | | | |
| | and not yet due..... | 62,500 00 | 62,500 00 | |
| 1,022 15 | Miscellaneous interest accrued | | | |
| | and not yet due..... | 6,025 49 | 5,003 34 | |
| \$ 2,577,067 46 | Grand total..... | \$2,695,302 98 | \$ 118,235 52 | |

Richmond and Rappahannock River Railway Company

HISTORY.

Exact name of common carrier making this report—Richmond and Rappahannock River Railway Company.

Date of organization—April 19, 1912.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia.

What carrier operates the road of this company?—Richmond and Rappahannock River Railway Company.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|------------------------|-----------------------------|---|
| Jos. E. Willard..... | Fairfax, Va..... | Date of next annual meeting to be held first Wednesday in November, 1913. |
| Chas. L. Ruffin..... | Richmond, Va..... | |
| A. M. Gover..... | Richmond, Va..... | |
| A. R. Holladay..... | Richmond, Va..... | |
| Thos. P. Bryan..... | Richmond, Va..... | |
| Clyde W. Saunders..... | Richmond, Va..... | |
| R. N. Pollard..... | Richmond, Va..... | |
| R. B. Campbell..... | Richmond, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|----------------------|--------------------------|
| President..... | Jos. E. Willard..... | Fairfax, Va. |
| First Vice-President..... | Chas. L. Ruffin..... | Richmond, Va. |
| Secretary-Treasurer..... | R. B. Campbell..... | Richmond, Va. |
| Attorney, or General Counsel..... | Thos. P. Bryan..... | Richmond, Va. |
| Assistant Treasurer..... | O. E. Parrish..... | Richmond, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, R. B. Campbell; title, Secretary and Treasurer; address, Richmond, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—January 15, 1913.

Date of last closing of stock books before end of year for which this report is made—June 27, 1913.

Total number of stockholders of record—1.

Has each share of stock one vote?—Common stock—One vote each—Preferred—None.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|-------------------|----------------------|-----------------------------------|---|
| | From | To | | |
| <i>Line Owned:</i> Richmond and Rappa- hannock River Ry. Co. | Richmond, Va..... | Seven Pines, Va..... | ----- | 7.49 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | | REMARKS |
|--------------------|--------------------------------|-------------------------|-------------|---|
| | | Miles | Amount | |
| Capital stock..... | \$ 390,000 00 | 7.49 | \$52,069 42 | This \$390,000.00 also covers work done on new line under construction. |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 | |
|--|--------------|--|--------------|
| Cash..... | \$ 18,523 71 | Loans and notes payable..... | \$ 50,000 00 |
| Accounts receivable..... | 592 28 | Accounts payable..... | 15,265 74 |
| Materials and supplies..... | 6,965 40 | | |
| Miscellaneous: | | | |
| Station agents..... | 270 14 | | |
| Total—Cash and current assets..... | \$ 26,351 53 | Total—Current liabilities..... | \$ 65,265 74 |
| Balance—Current liabilities..... | 38,914 21 | | |
| Total..... | \$ 65,265 74 | Total..... | \$ 65,265 74 |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Total Cost to June 30, 1913 |
|---|-----------------------------------|-----------------------------|-----------------------------------|
| ROAD: | | | |
| Engineering and superintendence..... | \$ 3,706 65 | \$ 11,004 12 | \$ 14,710 77 |
| Right of way..... | 15 00 | 10,352 68 | 10,367 68 |
| Other land used in electric railway operations.. | 87 20 | 9,870 47 | 9,957 67 |
| Grading..... | | 69,185 47 | 69,185 47 |
| Ties..... | | 248 46 | 248 46 |
| Rails, rail fastenings and joints..... | | 131 74 | 131 74 |
| Special work..... | | 859 99 | 859 99 |
| Track laying and surfacing..... | | 477 19 | 477 19 |
| Roadway tools..... | 56 39 | 17 82 | 74 21 |
| Bridges, trestles and culverts..... | | 2,679 44 | 2,679 44 |
| Telegraph and telephone lines..... | | 47 97 | 47 97 |
| Transmission system..... | 75 00 | 1,292 77 | 1,367 77 |
| General office buildings..... | 418 99 | 104 95 | 523 94 |
| Shops and carhouses..... | 1 57 | 68 42 | 69 99 |
| Stations, waiting rooms and miscellaneous buildings..... | 230 56 | 16,129 93 | 16,360 49 |
| Shop equipment..... | 808 35 | 559 29 | 1,367 64 |
| Cost of road purchased..... | 25,678 69 | 8,961 32 | 34,640 01 |
| Total..... | \$ 31,078 40 | \$ 131,992 03 | \$ 163,070 43 |
| EQUIPMENT: | | | |
| Cars..... | \$ 14,459 79 | \$ 13,616 25 | \$ 28,076 04 |
| GENERAL EXPENDITURES: | | | |
| Law expenses..... | \$ 1,266 00 | \$ 2,367 75 | \$ 3,633 75 |
| Interest..... | | Cr. 3 43 | Cr. 3 43 |
| Miscellaneous..... | 852 19 | 9,510 04 | 10,362 23 |
| Total..... | \$ 2,118 19 | \$ 11,874 36 | \$ 13,992 55 |
| RECAPITULATION: | | | |
| Road..... | \$ 31,078 40 | \$ 131,992 03 | \$ 163,070 43 |
| Equipment..... | 14,459 79 | 13,616 25 | 28,076 04 |
| General expenditures..... | 2,118 19 | 11,874 36 | 13,992 55 |
| Total..... | \$ 47,656 38 | \$ 157,482 64 | \$ 205,139 02 |
| Cost of road per mile of line..... | \$ 6,362 66 | \$ 17,619 19 | \$ 21,771 75 |
| Cost of equipment per mile of line..... | 1,930 54 | 1,817 92 | 3,748 47 |
| General expenditures per mile of line..... | 252 80 | 1,588 59 | 1,668 16 |
| Total per mile of line..... | \$ 8,576 00 | \$ 21,025 70 | \$ 27,388 38 |

Explanatory Remarks.

Included in "Additions During Year" is expenditures for new extension—(8 miles graded)...\$ 116,874 86
Expenditures for additions and betterments..... 40,607 78

INCOME ACCOUNT.

| | | |
|---|-----------|--------------|
| Operating revenues..... | | \$ 39,376 41 |
| Operating expenses..... | | 31,315 24 |
| Net operating revenue..... | | \$ 8,061 17 |
| MISCELLANEOUS INCOME: | | |
| Interest on deposits..... | | 381 51 |
| Gross income, less operating expenses..... | | \$ 8,442 68 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes— | | |
| On real and personal property..... | \$ 651 80 | |
| Miscellaneous..... | 20 00 | |
| Interest— | | |
| On floating debt..... | 2,534 74 | |
| Other deductions from income—Hire of equipment..... | 223 12 | |
| Total deductions..... | | 3,429 66 |
| Net income..... | | \$ 5,013 02 |
| Surplus at beginning of year..... | | 97 87 |
| | | \$ 5,110 89 |
| PROFIT OR LOSS ADJUSTMENTS DURING YEAR: | | |
| Debits: | | |
| Adjustment interest..... | | 97 87 |
| Surplus at close of year..... | | \$ 5,013 02 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | | YEAR ENDING JUNE 30, 1913 | |
|---------------|---|---------------|--|---------------------------|-----------|
| Total | ASSETS | Total | | Increase | Decrease |
| \$ 31,078 40 | Cost of road..... | \$ 163,070 43 | | \$ 131,992 03 | |
| 14,459 79 | Cost of equipment..... | 28,076 04 | | 13,616 25 | |
| 2,118 19 | General expenditures..... | 13,992 55 | | 11,874 36 | |
| | OTHER ASSETS | | | | |
| 25 00 | Advanced working fund..... | 25 00 | | | |
| 315 63 | Suspense accounts..... | 18 38 | | | \$ 297 25 |
| 190,250 00 | Discount on stocks..... | 231,500 00 | | 41,250 00 | |
| \$ 238,247 01 | Grand total..... | \$ 436,682 40 | | \$ 198,435 39 | |
| | LIABILITIES | | | | |
| \$ 25,000 00 | Capital stock, preferred..... | \$ 190,000 00 | | \$ 165,000 00 | |
| 200,000 00 | Capital stock, common..... | 200,000 00 | | | |
| 13,135 25 | Current liabilities..... | 38,914 21 | | 25,778 96 | |
| | ACCRUED LIABILITIES | | | | |
| | Taxes accrued and not yet due..... | 340 00 | | 340 00 | |
| 13 89 | Miscellaneous interest accrued and not yet due..... | | | | \$ 13 89 |
| | Miscellaneous: | | | | |
| | Unredeemed tickets..... | 417 75 | | 417 75 | |
| | Depreciation—Equipment..... | 1,997 42 | | 1,997 42 | |
| 97 87 | Surplus..... | 5,013 02 | | 4,915 15 | |
| \$ 238,247 01 | Grand total..... | \$ 436,682 40 | | \$ 198,435 39 | |

IMPORTANT CHANGES DURING THE YEAR.

All new stocks issued—1,650 shares par \$100.00 each, \$165,000.00.

Roanoke Railway and Electric Company

HISTORY.

Exact name of common carrier making this report—Roanoke Railway and Electric Company.

Date of organization—March, 1898.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—By act of General Assembly of Virginia, approved March 1, 1898, under the name of the Consolidated Railway and Electric Power Company, name later changed to present name by judge of hustings court of Roanoke city, under authority of said act.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—A consolidation of the Roanoke Electric Light and Power Company, chartered by the judge of hustings court of Roanoke city and the Roanoke Street Railway Company, chartered by act of the General Assembly of Virginia, approved May 2, 1887, and amended by act approved December 20, 1889, Acts 1889-90, page 39; also amended by act approved February 21, 1894, Acts 1893-4, page 383.

Date and authority for each consolidation—Consolidation above was made in 1898 under foreclosure proceedings, brought by bondholders against the two old companies in the circuit court of the United States for the Western District of Virginia, in which proceedings the properties of both companies were sold publicly.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|---------------------------|-----------------------------|------------------------------------|
| H. J. Crowley..... | Philadelphia, Pa..... | September 25, 1913. |
| C. L. S. Tingley..... | Philadelphia, Pa..... | |
| J. J. Sullivan..... | Philadelphia, Pa..... | |
| E. Clarence Miller..... | Philadelphia, Pa..... | |
| Wm. A. Shelmerdine..... | Philadelphia, Pa..... | |
| Walter H. Lippincott..... | Philadelphia, Pa..... | |
| R. D. Apperson..... | Lynchburg, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------------|-------------------------|--------------------------|
| President..... | R. D. Apperson..... | Lynchburg, Va. |
| Vice-President..... | H. J. Crowley..... | Philadelphia, Pa. |
| Vice-President..... | C. L. S. Tingley..... | Philadelphia, Pa. |
| Secretary-Treasurer..... | Walter W. Perkins..... | Philadelphia, Pa. |
| Attorney, or General Counsel..... | Hall & Woods..... | Roanoke, Va. |
| Comptroller..... | Frank J. Pryor, Jr..... | Philadelphia, Pa. |
| General Manager..... | J. W. Hancock..... | Roanoke, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, J. W. Hancock; title, General Manager; address, Roanoke, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—September 26, 1912.

Date of last closing of stock books before end of year for which this report is made—Don't close.

Total number of stockholders of record—8.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1912?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—Roanoke Traction and Light Company.

(c) The manner in which control was established—Stock ownership.

(d) The extent of control—Owns all of its capital stock.

(e) Whether control was direct or indirect—Direct.

(f) The name of the intermediary through which control, if indirect, was established—None.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|--|--|-----------------------------------|---|
| | From | To | | |
| <i>Line Owned:</i> Roanoke Railway and Electric Company..... | All lines in city of Roanoke county to Raleigh Court and | Roanoke extending into Salem, Vinton, Norwich, Crystal Spring addition | ..... | 25.50 |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorised | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | Rate | When Payable | INTEREST | |
|-----------------------------------|------------------|---------------------|----------------------------------|--|---|------------------------------|--|------|-----------------|------------------------------------|-------------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | Total Par Value Not Held by Respondent Corporation | | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | |
| First mort. bonds | 1899 | 1940 | \$ 300,000 | \$ 64,000 | | | \$ 64,000 | 5 | D. & J. | \$ 3,241 70 | \$ 3,250 00 |
| Consol. mort. bonds | 1903 | 1953 | 750,000 | 649,000 | | | 649,000 | 5 | F. & A. | 32,637 47 | 32,762 49 |
| Total | | | \$ 1,050,000 | \$ 713,000 | | | \$ 713,000 | | | \$ 35,879 17 | \$ 36,012 49 |

Explanatory Remarks.

The decrease in outstanding funded debt was occasioned through the operation of the sinking fund requirements in the two classes of funded debt issues, as follows:
November 30, 1912, first mortgage 5's \$2,000.00 par value; February 28, 1913, consolidated mortgage 5's \$6,000.00 par value.

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|----------------|-------------------------------------|---|---------------------------------|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds | \$ 713,000 00 | | | \$ 713,000 00 | \$ 32,637 47 | \$ 32,762 49 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | | REMARKS |
|--------------------|-----------------------------------|----------------------------|--------------|--|
| | | Miles | Amount | |
| Capital stock..... | \$ 500,000 00 | 25.50 | \$ 19,607 84 | Capital stock and funded debt cover expenditures in light de- partment as well as railway. |
| Funded debt..... | 713,000 00 | 25.50 | 27,960 78 | |
| Total..... | \$1,213,000 00 | 25.50 | \$ 47,568 62 | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 |
|---|--|
| Cash.....\$ 39,008 57 Accounts receivable.....30,373 42 Materials and supplies.....50,017 16 Prepaid accounts.....2,859 49 Miscellaneous: Accrued income.....629 99 Total—Cash and current assets..\$122,888 63 Balance—Current liabilities.....383,410 26 Total.....\$506,298 89 | Loans and notes payable.....\$ 5,000 00 Accounts payable.....29,606 69 Miscellaneous: Tickets outstanding.....6,766 24 Roanoke Traction and Light Co....464,925 96 Total—Current liabilities.....\$506,298 89 Total.....\$506,298 89 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--|---------------------------------|------------------------------------|-------|--|--|
| | From | To | Miles | | |
| 5 per cent. 1st mortgage bonds. First consolidated mortgage 5% bonds..... | Roadway in city of Roanoke..... | Roanoke and county of Roanoke..... | 25.50 | \$ 27,960 | Cars, car barn and shops, mountain park and other real estate, tracks and all lighting apparatus and appliances. Capital stock and funded debt covers lighting and power department also. |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Deductions During Year | Total Cost to June 30, 1913 |
|--|-----------------------------------|-----------------------------|------------------------------|-----------------------------------|
| ROAD: | | | | |
| Engineering and superintendence..... | | \$ 98 75 | | \$ 98 75 |
| Right of way..... | | 776 65 | | 776 65 |
| Other land used in electric railway operations..... | | 246 25 | | 246 25 |
| Ballast..... | | 260 04 | | 260 04 |
| Ties..... | | 148 29 | | 148 29 |
| Rails, rail fastenings and joints..... | | 14,923 20 | \$ 2,198 73 | 12,724 47 |
| Special work..... | | 439 00 | 125 00 | 214 00 |
| Paving..... | | 1,833 21 | | 1,833 21 |
| Track laying and surfacing..... | | 352 68 | | 352 68 |
| Roadway tools..... | | 214 51 | | 214 51 |
| Bridges, trestles and culverts..... | | 265 07 | | 265 07 |
| Crossings, fences, cattle guards and signs..... | | 80 78 | | 80 78 |
| Interlocking and other signal ap- paratus..... | | 7,195 66 | | 7,195 66 |
| Telegraph and telephone lines..... | | 465 20 | | 465 20 |
| Poles and fixtures..... | | 1,008 85 | 125 50 | 883 35 |
| Transmission system..... | | 674 16 | | 674 16 |
| Distribution system..... | | 6,928 76 | | 6,928 76 |
| General office buildings..... | | 234 22 | | 234 22 |
| Shops and carhouses..... | | 326 32 | | 326 32 |
| Stations, waiting rooms, and mis- cellaneous buildings..... | | 7,212 90 | | 7,212 90 |
| Power-plant equipment..... | | | 26,055 65 | Cr. 26,055 65 |
| Substation equipment..... | | 613 17 | | 613 17 |
| Shop equipment..... | | 3,608 17 | | 3,608 17 |
| Park and resort property..... | | 717 73 | | 717 73 |
| Total..... | | \$ 48,653 57 | \$ 28,504 88 | \$ 20,148 69 |
| EQUIPMENT: | | | | |
| Cars..... | | \$ 56,417 07 | | \$ 56,417 07 |
| Electric equipment of cars..... | | 10,879 23 | | 10,879 23 |
| Other rail equipment..... | | 3,342 78 | | 3,342 78 |
| Miscellaneous equipment..... | | 2,803 42 | | 2,803 42 |
| Total..... | | \$ 73,442 50 | | \$ 73,442 50 |
| GENERAL EXPENDITURES: | | | | |
| Miscellaneous..... | | \$ 729 70 | | \$ 729 70 |
| Law..... | | 4 60 | | 4 60 |
| Miscellaneous..... | | | \$ 137 50 | Cr. 137 50 |
| Total..... | | \$ 734 30 | \$ 137 50 | \$ 596 80 |
| Light department..... | | \$ 38,411 60 | \$ 11,832 51 | \$ 26,579 09 |
| RECAPITULATION: | | | | |
| Road..... | | \$ 48,653 57 | \$ 28,504 88 | \$ 20,148 69 |
| Equipment..... | | 73,442 50 | | 73,442 50 |
| General expenditures..... | | 734 30 | 137 50 | 596 80 |
| Total..... | \$1,618,617 26 | \$161,241 97 | \$ 40,474 89 | \$1,739,384 34 |

INCOME ACCOUNT.

| | | |
|--|--------------|---------------|
| Operating revenues..... | | \$ 306,086 98 |
| Operating expenses..... | | 183,966 96 |
| Net operating revenue..... | | \$ 122,130 02 |
| MISCELLANEOUS INCOME: | | |
| Other miscellaneous income..... | | 127,145 88 |
| Gross income, less operating expenses..... | | \$ 249,275 88 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes— | | |
| On real and personal property..... | \$ 19,209 88 | |
| On capital stock..... | | |
| On earnings..... | | |
| Miscellaneous..... | | |
| Interest— | | |
| On funded debt..... | 35,879 17 | |
| On floating debt..... | 8,736 73 | |
| Other deductions from income..... | 154,812 02 | |
| Total deductions..... | | 218,637 90 |
| Net income..... | | \$ 30,638 08 |
| DISPOSITION OF NET INCOME: | | |
| Dividends on \$500,000, common stock..... | | 30,600 00 |
| Surplus for year..... | | \$ 38 08 |
| Surplus at beginning of year..... | | 65,194 23 |
| | | \$ 65,232 33 |
| PROFIT OR LOSS ADJUSTMENTS DURING YEAR: | | |
| Debits: | | |
| Premium on bonds..... | \$ 150 00 | |
| Reserve for depreciation..... | 60,000 00 | |
| | | 60,150 00 |
| Surplus at close of year..... | | \$ 5,082 33 |

Miscellaneous Income.

| ITEM | Gross Income | Less Expenses | Net Miscellaneous Income |
|-------------------------------------|-----------------|------------------|--------------------------------|
| Miscellaneous rent revenue..... | \$ 184 20 | | \$ 184 20 |
| Income from securities owned..... | 2,811 67 | | 2,811 67 |
| Miscellaneous interest revenue..... | 1,645 39 | | 1,645 39 |
| Light operation..... | 243,191 97 | \$ 120,687 37 | 122,504 60 |
| Sinking fund..... | \$ 9,525 00 | | |
| Roanoke Traction and Light Co..... | 145,287 02 | | |
| | \$154,812 02 | | |
| Total..... | \$ 247,833 23 | \$ 120,687 37 | \$ 127,145 86 |

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

Other than Railway Stocks.

| NAME | Total Par Value of Securities Owned | DIVIDENDS RECEIVED | | Valuation of Securities Owned |
|--------------------------------------|---|--------------------|-----------|-------------------------------------|
| | | Rate | Amount | |
| Roanoke Amusement Co..... | \$ 1,200 00 | ----- | ----- | |
| Roanoke Water Co..... | 1,000 00 | ----- | ----- | \$ 1,000 00 |
| College Park Land Co..... | 500 00 | ----- | ----- | 500 00 |
| Roanoke Country Club..... | 200 00 | ----- | ----- | 200 00 |
| Roanoke Agriculture Association..... | 1,000 00 | ----- | ----- | 1,000 00 |
| Shenandoah Club..... | 100 00 | ----- | \$ 5 00 | 100 00 |
| Roanoke Traction and Light Co..... | 25,000 00 | ----- | ----- | 25,000 00 |
| Raleigh Court Corporation..... | 5,000 00 | ----- | 300 00 | 5,000 00 |
| Total..... | \$ 34,000 00 | ----- | \$ 305 00 | \$ 32,800 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|-----------------|---|----------------|---------------------------|--------------|
| Total | ASSETS | Total | Increase | Decrease |
| \$ 1,618,517 26 | Cost of road..... Cost of equipment..... General expenditures..... Expenditures for road and equipment and general ex- penditures—Leased line..... | \$1,739,384 34 | \$ 120,867 08 | ----- |
| 34,000 00 | OTHER PERMANENT INVESTMENTS (Stocks owned.....) | 34,000 00 | ----- | ----- |
| 190,977 60 | (Funded debt owned.....) Cash and current assets..... | 122,888 63 | ----- | \$ 68,088 97 |
| 15,908 52 | OTHER ASSETS Cash securities in sinking fund..... | 17,556 16 | 1,647 64 | ----- |
| ----- | Accrued maintenance account..... | 5,148 26 | 5,148 26 | ----- |
| 46 17 | Suspense account strike..... | 14,523 10 | 14,523 10 | ----- |
| 700 00 | Old substation building..... | ----- | ----- | 46 17 |
| | Accrued wiring and appliances..... | ----- | ----- | 700 00 |
| \$ 1,860,149 55 | Grand total..... | \$1,933,500 49 | \$ 142,186 08 | \$ 68,835 14 |
| | LIABILITIES | | | |
| \$ 500,000 00 | Capital stock, common..... | \$ 500,000 00 | ----- | ----- |
| 721,000 00 | Funded debt..... | 713,000 00 | ----- | \$ 8,000 00 |
| 403,785 13 | Current liabilities..... | 506,298 89 | \$ 102,513 76 | ----- |
| | ACCRUED LIABILITIES | | | |
| 7,341 37 | Taxes accrued and not yet due..... | 8,251 12 | 909 75 | ----- |
| 13,920 83 | Interest on funded debt accrued and not yet due..... | 13,787 50 | ----- | 133 33 |
| 15,000 00 | Miscellaneous: | | | |
| 72,697 20 | Raleigh Court Corp'tion fund..... | 15,000 00 | ----- | ----- |
| 8,472 50 | Reserve for depreciation..... | 105,729 96 | 33,050 76 | ----- |
| 12 63 | Casualty and Insurance reserve..... | 8,253 18 | ----- | 219 32 |
| 48,555 83 | Uncollectible bill reserve..... | 16 68 | 4 05 | ----- |
| 4,187 81 | Sinking fund reserve..... | 58,080 83 | 9,525 00 | ----- |
| 65,194 25 | Old car barn..... | ----- | ----- | 4,187 81 |
| | Surplus..... | 5,082 33 | ----- | 60,111 92 |
| \$ 1,860,149 55 | Grand total..... | \$1,933,500 49 | \$ 146,003 32 | \$ 72,652 38 |

IMPORTANT CHANGES DURING THE YEAR.

All extensions of track put in operation—Constructed new tracks in car barn, yard and shops; also extended switch on Second street, N. E., total mileage about .66 miles.

Decrease in mileage by line abandoned or line straightened—About .12 miles track abandoned.

Tazewell Street Railway Company

HISTORY.

Exact name of common carrier making this report—Tazewell Street Railway Company.

Date of organization—May 4, 1892.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Virginia; an act approved February 2, 1892, amended by State Corporation Commission May 9, 1904.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|------------------------|-----------------------------|------------------------------------|
| Geo. W. Gillespie..... | Tazewell, Va..... | } July, 1914. |
| J. S. Gillespie..... | Tazewell, Va..... | |
| W. L. Moore..... | Tazewell, Va..... | |
| Barnes Gillespie..... | Tazewell, Va..... | |
| Jno. E. Jackson..... | Tazewell, Va..... | |
| J. Ed. Peery..... | North Tazewell, Va..... | |
| S. D. Larimer..... | Tazewell, Va..... | |
| W. T. Gillespie..... | Tazewell, Va..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|---------------------------|----------------------|--------------------------|
| President..... | J. Ed. Peery..... | North Tazewell, Va. |
| First Vice-President..... | A. J. Tynes..... | Tazewell, Va. |
| Secretary..... | W. T. Gillespie..... | Tazewell, Va. |
| Treasurer..... | W. T. Gillespie..... | Tazewell, Va. |
| General Manager..... | C. D. Larimer..... | Tazewell, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, W. T. Gillespie; title, Secretary; address, Tazewell, Va.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—July 9, 1913.

Date of last closing of stock books before end of year for which this report is made—June 30, 1913.

Total number of stockholders of record—26.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—None outstanding.

Has any issue of securities special privileges in the election of directors?—None outstanding.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--------------------------------------|---------------|---------------------|-----------------------------------|---|
| | From | To | | |
| Tasewell Street Railway Company..... | Tasewell..... | North Tasewell..... | 1.97 | ..... |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|-----------|
| | | Miles | Amount. |
| Capital stock..... | \$ 295 50 | 1.97 | \$ 150 00 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 |
|--|--|
| Cash..... \$ 1,040 13 Bills receivable..... 3,938 63 Accounts receivable..... 5,380 00 Total—Cash and current assets.. \$ 10,358 76 | Balance—Cash assets..... \$ 10,358 76 |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Total Cost to June 30, 1913 |
|--|-----------------------------------|-----------------------------|-----------------------------------|
| ROAD: | | | |
| Engineering and superintendence..... | \$ 700 00 | ----- | \$ 700 00 |
| Right of way..... | 45 00 | ----- | 45 00 |
| Other land used in electric railway operations.. | 150 00 | ----- | 150 00 |
| Grading..... | 3,599 72 | ----- | 3,599 72 |
| Ballast..... | 1,000 00 | ----- | 1,000 00 |
| Ties..... | 1,000 00 | ----- | 1,000 00 |
| Rails, rail fastenings and joints..... | 4,800 00 | ----- | 4,800 00 |
| Special work..... | 200 00 | ----- | 200 0 |
| Track laying and surfacing..... | 2,718 58 | ----- | 2,718 58 |
| Roadway tools..... | 60 00 | ----- | 60 00 |
| Crossings, fences, cattle guards and signs..... | 50 00 | ----- | 50 00 |
| Distribution system..... | 2,516 85 | ----- | 2,516 85 |
| Shops and carhouses..... | 588 57 | ----- | 588 57 |
| Total..... | \$ 18,028 72 | ----- | \$ 18,028 72 |
| EQUIPMENT: | | | |
| Cars..... | \$ 1,919 00 | \$ 500 00 | \$ 1,419 00 |
| Electric equipment of cars..... | 1,919 20 | 500 00 | 1,419 20 |
| Other rail equipment..... | 50 00 | ----- | 50 00 |
| Total..... | \$ 3,888 20 | \$ 1,000 00 | \$ 2,888 20 |
| GENERAL EXPENDITURES: | | | |
| Miscellaneous..... | \$ 2,043 20 | ----- | \$ 2,043 20 |
| RECAPITULATION: | | | |
| Road..... | \$ 18,028 72 | ----- | \$ 18,028 72 |
| Equipment..... | 3,888 20 | \$ 1,000 00 | 2,888 20 |
| General expenditures..... | 2,043 20 | ----- | 2,043 20 |
| Total..... | \$ 23,960 12 | \$ 1,000 00 | \$ 22,960 12 |
| Cost of road per mile of line..... | \$ 9,151 63 | ----- | \$ 9,151 63 |
| Cost of equipment per mile of line..... | 1,973 70 | ----- | 1,466 09 |
| General expenditures per mile of line..... | 1,037 16 | ----- | 1,037 16 |
| Total per mile of line..... | \$ 12,162 49 | ----- | \$ 11,654 88 |

INCOME ACCOUNT.

| | |
|----------------------------|-------------|
| Operating revenues..... | \$ 9,460 80 |
| Operating expenses..... | 5,782 16 |
| Net operating revenue..... | \$ 3,678 64 |

MISCELLANEOUS INCOME:

| | |
|---|-------------|
| Income from securities owned..... | \$ 1,476 00 |
| Other miscellaneous income..... | 250 79 |
| | 1,726 79 |
| Gross income less operating expenses..... | \$ 5,405 43 |

DEDUCTIONS FROM INCOME:

| | |
|-----------------------|-------------|
| Taxes— | |
| On capital stock..... | \$ 135 69 |
| On earnings..... | 88 78 |
| Miscellaneous..... | 10 00 |
| Total deductions..... | 234 47 |
| Net income..... | \$ 5,170 96 |

DISPOSITION OF NET INCOME:

| | |
|--|--------------|
| Dividends 6 per cent. on \$29,550.00 common stock..... | 3,546 00 |
| Surplus for year..... | \$ 1,624 92 |
| Surplus at beginning of year..... | 15,443 56 |
| | \$ 17,068 88 |

PROFIT OR LOSS ADJUSTMENTS DURING YEAR:

| | |
|---|--------------|
| Debits: | |
| Depreciation of cars..... | 500 00 |
| Depreciation of electric equipment of cars..... | 500 00 |
| Surplus at close of year..... | \$ 16,068 88 |

Miscellaneous Income.

| ITEM | Gross Income | Less Expenses | Net Miscellaneous Income |
|--|-----------------|------------------|--------------------------------|
| Discounts on bills purchased..... | \$ 1 40 | | \$ 1 40 |
| Rents from investment real estate..... | 120 00 | \$ 19 20 | 100 80 |
| Interest on bills receivable..... | 148 59 | | 148 59 |
| Total..... | \$ 269 99 | \$ 19 20 | \$ 250 79 |

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

Other than Railway Stocks.

| NAME | Total Par Value of Securities Owned | DIVIDENDS DECLARED | | Valuation of Securities Owned |
|---------------------------------------|---|--------------------|-------------|-------------------------------------|
| | | Rate | Amount | |
| Tazewell Electric Light and Power Co. | \$ 12,300 00 | 6 & 6 | \$ 1,476 00 | \$ 12,300 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|---------------|------------------------------|---------------|---------------------------|-------------|
| | | Total | Increase | Decrease |
| Total | | | | |
| \$ 18,028 72 | Cost of road..... | \$ 18,028 72 | | |
| 3,888 20 | Cost of equipment..... | 2,888 20 | | \$ 1,000 00 |
| 2,043 20 | General expenditures..... | 2,043 20 | | |
| | OTHER PERMANENT INVESTMENTS | | | |
| 12,300 00 | Stocks owned..... | 12,300 00 | | |
| 8,733 80 | Cash and current assets..... | 10,358 76 | \$ 1,624 96 | |
| \$ 44,993 92 | Grand total..... | \$ 45,618 88 | \$ 624 96 | |
| | LIABILITIES | | | |
| \$ 29,550 00 | Capital stock, common..... | \$ 29,550 00 | | |
| | ACCRUED LIABILITIES | | | |
| 15,443 92 | Surplus..... | 16,068 88 | \$ 624 96 | |
| \$ 44,993 92 | Grand total..... | \$ 45,618 88 | \$ 624 96 | |

Virginia Railway and Power Company

HISTORY.

Exact name of common carrier making this report—Virginia Railway and Power Company.

Date of organization—June 29, 1909.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—State of Virginia.

If a reorganized company, give name of original corporation and refer to laws under which it was organized—Virginia Passenger and Power Company, December 30, 1901; Richmond Traction Company, August 28, 1895; Richmond Passenger and Power Company, December 23, 1899 and March 2, 1900; Richmond and Petersburg Electric Railway Company, March 3, 1898.

Explanatory Remarks.

The Virginia Railway and Power Company was formed through purchase at public auction on the 5th day of May, 1909, from special masters appointed by the circuit court of the United States, for the Eastern District of Virginia, to conduct said sale; embracing the properties, real and personal, rights, privileges and franchises of the Virginia Passenger and Power Company, Richmond Passenger and Power Company, and Richmond Traction Company, corporations organized and existing under the laws of the State of Virginia, owning and operating certain electric railways, light and power properties, water and riparian rights, in the cities of Richmond, Manchester and Petersburg and the counties contiguous thereto.

These properties were purchased from the special masters by a committee acting as the Richmond Railways Reorganization Committee, which organized a corporation for continuing the operation and management of said properties and franchises, under the name of "Virginia Railway and Power Company," as per articles of association of said company, filed in the office of the Secretary of the Commonwealth of Virginia on the 20th day of June, 1909.

This company became operative at midnight of June 30, 1909.

The Richmond and Petersburg Electric Railway Company was conveyed to Virginia Railway and Power Company, by deed of conveyance dated November 30, 1909.

The Norfolk and Portsmouth Traction Company was merged with and into the Virginia Railway and Power Company, June 30, 1911.

Norfolk and Portsmouth Traction Company.

The Norfolk, Portsmouth and Newport News Railway Company, the name of which has since been changed to Norfolk and Portsmouth Traction Company, in the manner hereinafter stated, was organized by the consolidation of several constituent companies, as hereinafter explained, by act of January 17, 1900 (Act 1899-1900, page 95), which was amended by act of February 20, 1900 (Acts 1899-1900, page 427).

HISTORY—CONTINUED.

Explanatory Remarks—Continued.

The Norfolk and Portsmouth Traction Company, and the various constituent companies of which it is formed, were incorporated and organized under the following acts of the General Assembly of Virginia:

December 22, 1891, Acts 1891-2, page 52; March 3, 1898, Acts 1897-8, page 872; February 26, 1896, Acts 1895-6, page 461; January 17, 1900, Acts 1899-1900, page 95; February 20, 1900, Acts 1899-1900, page 427; March 22, 1902, Acts 1901-2, page 436; May 6, 1887, Acts 1887, extra session, page 205; May 21, 1887, Acts 1887, extra session, page 458; March 3, 1894, Acts 1893-4, page 671; December 2, 1895, Acts 1895-6, page 33; February 16, 1901, Acts 1901, extra session, page 352; February, 1901, Acts 1901, extra session, page 350; February 3, 1888, Acts 1887-8, page 85; April 2, 1902, Acts 1901-2, page 708.

The Norfolk and Portsmouth Traction Company is the result of a series of consolidations of various constituent companies, as follows:

Norfolk, Portsmouth and Newport News Railway Company was formed by consolidation of three constituent companies, under the act of the General Assembly of Virginia, approved January 17, 1900, as amended by act of February 20, 1900, cited above, the constituent companies so consolidated being the following:

Port Norfolk Electric Railway Company, which was incorporated by act of December 22, 1891 (Acts 1891-2, page 52).

Portsmouth and Smithfield Railroad Company, which was incorporated by act of March 3, 1898 (Acts 1897-8, page 872).

Portsmouth, Pig's Point and Newport News Ferry and Hotel Company, which was incorporated by act of February 22, 1896 (Acts 1896-7, page 461).

The name of the Norfolk, Portsmouth and Newport News Railway Company was changed to Norfolk, Portsmouth and Newport News Company by act approved March 22, 1902 (Acts 1901-2, page 436).

Old Dominion Railway Company, which was formed by merger agreement of February 22, 1901, recorded in Norfolk county deed book 243, page 511, between the following companies:

Portsmouth Street Railway Company, which was incorporated by act approved May 6, 1887 (Acts of extra session 1887, page 458).

River Front Company, which was incorporated by act approved March 3, 1894 (Acts 1893-4, page 671), as amended by act approved December 20 1895 (Acts 1895-6, page 33).

Norfolk County Railway, which was incorporated by act approved February 16, 1901 (Acts 1901, extra session, page 352).

Virginia Equipment Company, which was incorporated by acts approved February 16, 1901 (Acts 1901, extra session, page 350).

Berkley Street Railway Company, which was incorporated by act approved February 3, 1888 (Acts 1887-8, page 85), which was amended by act approved April 2, 1902 (Acts 1901-2, page 708).

The charters of the several companies named gave specific authority to merge and consolidate with other companies in the manner therein set forth, and pursuant to the provisions of these charters, by agreement of merger and consolidation dated April 26, 1906, on file with the State Corporation

HISTORY—CONTINUED.

Explanatory Remarks—Continued.

Commission, the Old Dominion Railway Company, formed as above stated, and the Berkley Street Railway Company were merged with and into the Norfolk, Portsmouth and Newport News Company and the name of the merged corporation changed to Norfolk and Portsmouth Traction Company.

The several consolidations were as follows:

The consolidation forming the Norfolk, Portsmouth and Newport News Railway Company, the name of which was subsequently changed to Norfolk, Portsmouth and Newport News Company and afterwards to Norfolk and Portsmouth Traction Company as stated above, was made by act of General Assembly of Virginia, approved January 17, 1900, as aforesaid.

The consolidation forming the Old Dominion Railway Company, as stated above, was by agreement dated February 26, 1906, between the constituent companies named above.

The consolidation of the Old Dominion Railway and Berkley Street Railway Company into the Norfolk, Portsmouth and Newport News Company, under the name of the Norfolk and Portsmouth Traction Company, was dated April 26, 1906.

The authority for these several consolidations was contained in the several acts of the General Assembly forming the charters of these companies, which have been enumerated above.

See answer to this question fully set forth under 4 and 5.

Norfolk and Portsmouth Traction Company operates its own lines.

Norfolk and Atlantic Terminal Company was merged with and into Norfolk and Portsmouth Traction Company June 30, 1911.

The Norfolk and Portsmouth Traction Company was merged with and into the Virginia Railway and Power Company June 30, 1911.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|----------------------------|------------------------------|------------------------------------|
| Frank Jay Gould..... | Tarrytown, N. Y..... | November 19, 1913. |
| Thos. S. Wheelwright..... | Richmond, Va..... | |
| Fritz Sitterding..... | Richmond, Va..... | |
| Henry W. Anderson..... | Richmond, Va..... | |
| R. Lancaster Williams..... | Baltimore, Md..... | |
| Percy M. Chandler..... | Philadelphia, Pa..... | |
| Guy Phillips..... | New York, N. Y..... | |
| Nathaniel A. Campbell..... | Ardsley-on-Hudson, N. Y..... | |
| George H. Taylor..... | New York, N. Y..... | |
| F. W. Roebling, Jr..... | Trenton, N. J..... | |
| Caldwell Hardy..... | Norfolk, Va..... | |
| Fergus Reid..... | Norfolk, Va..... | |
| James L. Sullivan..... | Baltimore, Md..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|--|----------------------------|--------------------------|
| Chairman of the Board..... | Frank Jay Gould..... | Tarrytown, N. Y. |
| President..... | Thos. S. Wheelwright..... | Richmond, Va. |
| Vice-President..... | Frits Sitterding..... | Richmond, Va. |
| Vice-President and Gen'l Counsel..... | Henry W. Anderson..... | Richmond, Va. |
| Vice-President..... | R. Lancaster Williams..... | Baltimore, Md. |
| Secretary and Treasurer..... | Geo. B. Williams..... | Richmond, Va. |
| Asst. Treasurer and Asst. Secretary..... | Guy Phillips..... | New York City. |
| General Attorney..... | A. B. Guigon..... | Richmond, Va. |
| General Attorney at Norfolk..... | W. H. Venable..... | Norfolk, Va. |
| Assistant Secretary..... | Jas. Iredell..... | Norfolk, Va. |
| General Auditor and Asst. Treasurer..... | W. J. Kehl..... | Richmond, Va. |
| Asst. General Auditor..... | A. E. Dickson..... | Richmond, Va. |
| General Manager..... | C. B. Buchanan..... | Richmond, Va. |
| Assistant General Manager..... | E. C. Hathaway..... | Norfolk, Va. |
| Chief Engineer, Railways, Richmond..... | T. Norman Jones..... | Richmond, Va. |
| Chief Engineer Railways, Norfolk..... | E. S. Ely..... | Norfolk, Va. |
| General Superintendent, Railways..... | R. T. Gunn..... | Norfolk, Va. |
| General Supt. Light and Power..... | H. Root Palmer..... | Richmond, Va. |
| Purchasing Agent..... | C. C. Johnson..... | Richmond, Va. |

Officer to whom correspondence concerning this report should be addressed: Name, W. J. Kehl; title, General Auditor; address, Richmond, Va.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

| NAME | CONTROL | | | | |
|---|---------------|----------------------|--------|--------------------|---|
| | Sole or Joint | How Established | Extent | Direct or Indirect | Other Parties to Agreement For Joint Control |
| <i>Active Corporations:</i> Norfolk and Ocean View Railway Co..... | Joint | Stock ownership..... | 98.4 | Direct... | Sundry individuals claiming 1.6 % delivery of stock pending settlement of litigation. |

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—November 20, 1912.
Date of last closing of stock books before end of year for which this report is made—October 31, 1912.
Total number of stockholders of record—812.
Has each share of stock one vote?—Yes.
Has any issue of securities contingent voting rights?—No.
Has any issue of securities special privileges in the election of directors?—No.
Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.
Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|---------|-------|-----------------------------------|---|
| | From | To | | |
| Richmond and vicinity: | | | | |
| Line owned..... | ----- | ----- | 76.024 | ----- |
| Line operated under lease..... | ----- | ----- | 5.420 | ----- |
| Norfolk and vicinity: | | | | |
| Line owned..... | ----- | ----- | 53.857 | ----- |
| Line operated under lease..... | ----- | ----- | 35.771 | ----- |
| Line operated under trackage rights..... | ----- | ----- | .323 | ----- |
| Total mileage operated..... | ----- | ----- | 171.395 | ----- |

ROAD ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | |
|--|---------------|--------------------|---------------|--------------|
| | | Date | TERM | |
| | | | From | To |
| Highland Park Company..... | 2.550 | Aug. 8, 1896... | Aug. 31, 1896 | |
| Northside Viaduct Company..... | | May 31, 1911... | | May 31, 1921 |
| Atlantic Coast Line R. R. Company..... | 2.870 | June 1, 1906... | | June 1, 2005 |
| Norfolk Railway and Light Company..... | 35.771 | | | |

Explanatory Remarks.

Highland Park Company, Northside Viaduct Company—This deed was presented in the clerk's office of Henrico county court on the 22nd day of March, 1897, between Highland Park Company, Northside Viaduct Company, Northside Railway Company, Richmond and Manchester Railway Company, Virginia Railway and Power Company, successor.

Highland Park Company—Rental of line from Seventh and Baker streets, Richmond, Va., west on Baker to Fifth street, north on Fifth street to Viaduct, to Fourth avenue, to Stuart street, west to Second avenue, north to Meadow Bridge road, northwest to First avenue, to Highland street, west on Highland street, to Maryland avenue, south to Bierne street, east on Bierne street, to First avenue, Highland Park, yearly rental \$1,500.00.

Northside Viaduct Company—For each passenger carried over the Fifth street Viaduct from north to south end thereof, the Northside Viaduct Company is to receive 10 cents on each dollar actually received.

Atlantic Coast Line Railroad Company—Lease with Atlantic Coast Line Railroad Company, to Southside Railway and Development Company, Virginia Railway and Power Company, successor; covering use of the Western Branch, extending from the city of Petersburg from a point on Rome street, at or near Chapel street, westwardly and northwestwardly into and in the county of Dinwiddie to or near the Appomattox river at a point nearly opposite to the village of Matoaca in Chesterfield county, and including a lot of land fronting on Rome street, near Chapel street in Petersburg, Virginia. Admitted to record clerk's office in Dinwiddie county, September 14, 1901.

Norfolk Railway and Light Company—Lessee pays interest on bonded debt of lessor, maintains the property and pays rental in cash as follows:

| | | | |
|---------------|--------------|---------------|--------------|
| \$16,500..... | June 1, 1906 | \$16,500..... | Dec. 1, 1906 |
| 16,500..... | June 1, 1907 | 24,750..... | Dec. 1, 1907 |
| 24,750..... | June 1, 1908 | 33,000..... | Dec. 1, 1908 |
| 33,000..... | June 1, 1909 | 33,000..... | Dec. 1, 1909 |
| 33,000..... | June 1, 1910 | 41,250..... | Dec. 1, 1910 |
| 41,250..... | June 1, 1911 | 41,250..... | Dec. 1, 1911 |
| 41,250..... | June 1, 1912 | 41,250..... | Dec. 1, 1912 |

and \$49,500.00) thereafter on June 1st and December 1st of each year until expiration of lease.

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | Rate | INTEREST | | | |
|---|------------------|---------------------|----------------------------------|--|---|------------------------------|--|------|-----------------|------------------------------------|-------------------------------|--|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | | | When Payable | Amount Accrued Dur- ing Year | Amount Paid During Year | |
| <i>Mortgage Bonds:</i> | | | | | | | | | | | | |
| 1st and refunding | 1909 | 1934 | \$15,000,000 | \$11,773,000 | \$ 270,374 | ----- | \$11,502,626 | 5 | J. & J. | \$ 554,802 68 | \$ 576,075 00 | |
| Rd. Ry. & Elec. Co. | 1890 | 1920 | 2,000,000 | 123,000 | 15,000 | \$ 91,000 | 17,000 | 5 | J. & J. | 1,600 00 | 6,150 00 | |
| Rd. & Alleg. R.R. Co. | | 1911 | 36,000 | 36,000 | 36,000 | ----- | | | | | | |
| 1st mort. 5's..... | | | | | | | | | | | | |
| N. & P. Traction Co., | 1906 | 1936 | 8,000,000 | 6,132,000 | 656,000 | ----- | 5,476,000 | 5 | J. & D. | 274,452 78 | 274,425 00 | |
| 1st mort. 5's..... | | | | | | | | | | | | |
| N. & A. Term. Co., | 1899 | 1929 | 500,000 | 500,000 | ----- | ----- | 500,000 | 5 | M. & S. | 25,000 01 | 25,000 00 | |
| 1st mort. 5's..... | | | | | | | | | | | | |
| <i>Plain Bonds, Debentures and Notes:</i> | | | | | | | | | | | | |
| *\$4,000,000 bonds | | | | | | | | | | | | |
| Norfolk Ry. and | | | | | | | | | | | | |
| Light Co., and un- | | | | | | | | | | | | |
| derlying compan- | | | | | | | | | | | | |
| ies..... | | | | | | | | | | | | |
| Total..... | | | \$25,836,000 | \$18,564,000 | \$ 977,374 | \$ 91,000 | \$17,496,626 | † | † | 200,625 01 | 200,625 00 | |
| | | | | | | | | | | \$1,056,480 48 | \$ 1,082,275 00 | |

*Interest on these bonds is paid by the respondent company under the terms of the lease.

†5 per cent. May and November, 5 per cent. January and July, 6 per cent. April and October, 6 per cent. January and July.

FUNDED DEBT—CONTINUED—EQUIPMENT TRUST OBLIGATIONS.
General Statement.

| SERIES OR OTHER DESIGNATION | Date of Issue | Term | Number of Payments | EQUIPMENT COVERED | REMARKS |
|-----------------------------|-------------------|-----------|---|--|---|
| Equipment gold bonds..... | Jan. 1, 1905..... | 10 years. | 10 annual payments of \$2,500 each..... | Six-passenger cars delivered to Norfolk Railway and Light Company..... | The interest on these bonds and the payments of the bonds when due assumed by the Norfolk and Portsmouth Traction Company, Virginia Railway and Power Company, successor. |

Statement of Amount.

| SERIES OR OTHER DESIGNATION | Cash Paid on Delivery of Equipment | DEFERRED PAYMENTS | | | | INTEREST | | |
|-----------------------------|------------------------------------|-------------------|--------------------|-----------------|--------------------|--------------------------------|-----------------------------|------|
| | | PRINCIPAL | | INTEREST | | Amount Accrued During the Year | Amount Paid During the Year | Rate |
| | | Original Amount | Amount Outstanding | Original Amount | Amount Outstanding | | | |
| Equipment gold bonds..... | ----- | \$ 25,000 00 | \$ 500 00 | \$ 6,875 00 | ----- | \$ 157 50 | \$ 87 50 | 5% |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|----------------------------------|-----------------------------|--|---------------------------|--|--|----------------------------|-------------------------|
| | | In Treasury | In Sinking or Other Funds | | | Amount Accrued During Year | Amount Paid During Year |
| Mortgage bonds..... | \$18,564,000 00 | \$ 977,373 75 | \$ 91,000 00 | | \$17,496,626 25 | \$1,066,490 48 | \$ 1,062,275 00 |
| Equipment trust obligations..... | 500 00 | | | | 500 00 | 157 50 | 87 50 |
| Total..... | \$18,564,500 00 | \$ 977,373 75 | \$ 91,000 00 | | \$17,496,126 25 | \$1,066,637 98 | \$ 1,062,362 50 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | | REMARKS |
|--------------------|---------------------------------------|----------------------------|--------------|---|
| | | Miles | Amount | |
| Capital stock..... | \$19,700,000 00 | 129.88 | \$151,678 47 | Amount of capital stock and funded debt as between railway and light and power departments is not readily ascertainable. |
| Funded debt..... | 18,564,500 00 | 129.88 | 142,935 78 | |
| Total..... | \$38,264,500 00 | 129.88 | \$294,614 25 | |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 | |
|--|-----------------|--|-----------------|
| Cash..... | \$ 488,113 84 | Accounts payable..... | \$ 238,776 22 |
| Bills receivable..... | 137,139 27 | Matured interest on funded debt unpaid..... | 316,650 00 |
| Accounts receivable..... | 765,336 85 | Dividends unpaid..... | 197,983 50 |
| Materials and supplies..... | 288,188 62 | Miscellaneous: | |
| Prepaid accounts..... | 37,127 35 | Consumers deposits, special car deposits, employees deposits, etc..... | 34,821 63 |
| Miscellaneous: | | Unredeemed tickets..... | 14,649 44 |
| Interest earned accrued..... | 2,451 40 | Suspense items..... | 11,463 92 |
| Dividend deposit..... | 5,458 50 | | |
| Suspense items..... | 2,716 43 | | |
| Total—Cash and current assets.. | \$1,726,532 36 | Total—Current liabilities..... | \$ 814,344 71 |
| | | Balance—Cash assets..... | 912,187 65 |
| Total..... | \$ 1,726,532 36 | Total..... | \$ 1,726,532 36 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|---|-------------------|-------------------|---------|--|--|
| | From | To | Miles | | |
| Virginia Railway and Power Company's first and refunding mortgage 5s. | July 1, 1900..... | July 1, 1934..... | 129.881 | (Includes light and power) | (All equipment. All income: All lines, real and personal property, in- cluding power stations, sub-stations, car barns, shops, etc.; water rights, franchises and privileges in the city of Richmond, Petersburg and the towns and counties contiguous thereto; lease- hold interest in track of Atlantic Coast Line Railway and Highland Park Co. |
| Underlying companies, and Electric Com- pany's 1st mortgage 5s. | July 1, 1900..... | July 1, 1920..... | | | |
| Outstanding \$22,000; Virginia Railway and Power Company bonds reserved to retire. | | | | | (All in treasury of Virginia Railway and Power Company and like amount of Virginia Railway and Power Company bonds reserved; entire rolling stock, car barns, real estate and buildings owned by the company; leasehold interest in Norfolk Railway and Light Company; light and power plant and lighting franchise, city of Portsmouth, Va. 989 shares City Gas Company of Nor- folk stock; 420 shares Atlantic Terminal Company stock; electric light and power plant and franchises, Suffolk, Va.; new power house, sub-stations, sundry construction work and sundry securities purchased; entire rolling stock, power house, car barn, real estate, park property and buildings and wharf at Sewell's Point; six pas- senger cars. |
| Richmond and Alleghany Railroad Com- pany, 1st mortgage 5s. \$36,000..... | | Aug. 1, 1911..... | | | |
| Norfolk and Portsmouth Traction Company, 1st mortgage 5s. | Jan. 1, 1906..... | Jan. 1, 1936..... | | | |
| Norfolk Railway and Light Company, 1st mortgage 5s. | Nov. 2, 1899..... | Nov. 1, 1949..... | | | |
| Norfolk Street Railroad Company, 1st mortgage 5s. | Jan. 1, 1898..... | Jan. 1, 1944..... | | | |
| Virginia Electric Company, 1st mortgage 5s. Apr. 1, 1898..... | Apr. 1, 1898..... | Apr. 1, 1928..... | | | |
| Norfolk and Atlantic Terminal Company, 1st mortgage 5s. | Mar. 1, 1899..... | Mar. 1, 1929..... | | | |
| Gold equipment bonds..... | Jan. 1, 1905..... | Jan. 1, 1915..... | | | |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Deductions During Year | Total Cost to June 30, 1913 |
|--|-----------------------------------|-----------------------------|------------------------------|-----------------------------------|
| ROAD: | | | | |
| Engineering and superintendence..... | | \$ 4,959 98 | | \$ 4,959 98 |
| Right of way..... | | 10 50 | | 10 50 |
| Other land used in electric railway operations..... | \$ 39,915 82 | 36,429 36 | | 76,345 18 |
| Grading..... | 1,529 82 | | | 1,529 82 |
| Ballast..... | 2,059 12 | 536 68 | | 2,595 80 |
| Ties..... | 3,624 57 | 4,007 71 | | 7,632 28 |
| Rails, rail fastenings and joints..... | 6,035 01 | 29,292 62 | | 35,327 63 |
| Special work..... | 18,179 14 | 9,768 15 | | 27,947 29 |
| Paving..... | 9,846 69 | 65,409 24 | | 75,255 93 |
| Track laying and surfacing..... | 7,027 79 | 14,181 03 | | 21,208 82 |
| Roadway tools..... | 909 70 | 1,554 79 | | 2,464 49 |
| Bridges, trestles and culverts..... | 6,896 48 | 2,445 49 | | 9,341 97 |
| Telegraph and telephone lines..... | 1,498 03 | | | 1,498 03 |
| Poles and fixtures..... | 4,840 21 | 5,429 57 | | 10,269 78 |
| Distribution system..... | 7,381 91 | 22,299 95 | | 29,681 86 |
| Substation buildings..... | 759 74 | | \$ 759 74 | |
| General office buildings..... | 837 57 | 712 45 | | 1,550 02 |
| Shops and carhouses..... | 131,190 08 | 110,707 25 | | 241,897 33 |
| Stations, waiting rooms and miscel- laneous buildings..... | 3,813 86 | 1,129 13 | | 4,942 99 |
| Shop equipment..... | 9,058 80 | 3,960 53 | | 13,019 33 |
| Park and resort property..... | 2,976 56 | | 2,976 56 | |
| Cost of road purchased..... | 1,971 08 | | 1,971 08 | |
| Total..... | \$ 260,351 98 | \$ 312,834 43 | \$ 5,707 38 | \$ 567,479 03 |
| EQUIPMENT: | | | | |
| Cars..... | \$ 158,704 94 | \$ 22,109 53 | | \$ 180,814 47 |
| Electric equipment of cars..... | 51,076 96 | 2,530 00 | | 53,606 96 |
| Miscellaneous equipment..... | 1,635 00 | | | 1,635 00 |
| Total..... | \$ 211,416 90 | \$ 24,639 53 | | \$ 236,056 43 |
| GENERAL EXPENDITURES: | | | | |
| Law expenses..... | \$ 5,000 00 | | | \$ 5,000 00 |
| Miscellaneous..... | 44,139 77 | \$ 774 10 | | 44,913 87 |
| Total..... | \$ 49,139 77 | \$ 774 10 | | \$ 49,913 87 |
| RECAPITULATION: | | | | |
| Road..... | \$ 260,351 98 | \$ 312,834 43 | \$ 5,707 38 | \$ 567,479 03 |
| Equipment..... | 211,416 90 | 24,639 53 | | 236,056 43 |
| General expenditures..... | 49,139 77 | 774 10 | | 49,913 87 |
| Total..... | \$ 520,908 65 | \$ 338,248 06 | \$ 5,707 38 | \$ 853,449 33 |
| Cost of property, rights, franchises and privileges, and railway and light and power department..... | \$32,691,436 50 | \$ 18,712 30 | | \$32,710,148 80 |
| Light and power department and office buildings, new constructions..... | 457,985 24 | 1,161,683 33 | | 1,619,668 57 |
| Betterments, railway..... | 50,459 50 | 136,471 81 | | 186,931 31 |
| Betterments, light and power..... | 4,234 81 | 10,451 40 | | 14,686 21 |
| Total..... | \$33,725,024 70 | \$1,665,566 90 | \$ 5,707 38 | \$35,384,884 22 |

INCOME ACCOUNT.

| | | |
|--|---------------|-----------------|
| Operating revenues..... | | \$ 2,856,593 79 |
| Operating expenses..... | | 1,567,030 66 |
| Net operating revenue..... | | \$ 1,289,563 13 |
| MISCELLANEOUS INCOME: | | |
| Interest on deposits and trade discounts..... | \$ 28,941 48 | |
| Income from securities owned..... | 9,333 34 | |
| Rents of leased lines—Ferry..... | 13,621 48 | |
| Other miscellaneous income..... | 1,119,152 86 | |
| | | 1,171,049 16 |
| Gross income, less operating expenses..... | | \$ 2,460,612 29 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes— | | |
| On real and personal property..... | \$ 258,926 68 | |
| On capital stock..... | | |
| On earnings..... | | |
| Miscellaneous..... | | |
| Interest— | | |
| Contributions to sinking funds..... | 40,273 60 | |
| On funded debt..... | 1,056,637 98 | |
| Rents of leased lines..... | 99,000 00 | |
| Other deductions from income—Depreciation..... | 49,999 99 | |
| Total deductions..... | | 1,504,838 25 |
| Net income..... | | \$ 955,774 04 |
| DISPOSITION OF NET INCOME: | | |
| Dividends, 5 per cent. on preferred stock..... | \$ 384,960 00 | |
| Dividends, 2½ per cent. on common stock..... | 296,749 00 | |
| | | 683,709 00 |
| Surplus for year..... | | \$ 272,065 04 |
| Surplus at beginning of year..... | | 647,493 50 |
| PROFIT OR LOSS ADJUSTMENTS DURING YEAR: | | |
| Credits: | | |
| Worthless accounts recovered..... | \$ 311 08 | |
| Lighting license—Richmond (1910-1911)..... | 3,200 00 | |
| Willoughby Beach Company, settlement..... | 300 00 | |
| Miscellaneous..... | 135 88 | |
| | | \$ 3,946 96 |
| Debits: | | |
| Old accounts written off..... | \$ 8,004 60 | |
| Pro. of deferred charges, premium and discount on bonds..... | 23,680 83 | |
| Competitive franchise expenses..... | 6,173 75 | |
| Shopp-Withers Company, settlement..... | 2,139 94 | |
| Loss of Elisabeth River and Hampton Roads Ferry Company..... | 1,258 24 | |
| Obsolete material and supply adjustments..... | 5,776 27 | |
| Miscellaneous service charge..... | 606 94 | |
| Accounts received..... | 1,697 39 | |
| S. S. Park stock..... | 300 00 | |
| Other miscellaneous..... | 209 04 | |
| | | 49,847 00 |
| | | 45,900 04 |
| Surplus at close of year..... | | \$ 873,658 50 |

INCOME ACCOUNT—CONTINUED.

Miscellaneous Income.

| ITEM | Net Miscellaneous Income |
|---|--------------------------------|
| Rental from lands and buildings..... | \$ 14,789 66 |
| Interest on notes receivable..... | 3,275 56 |
| Rental from pole lines..... | 124 75 |
| Atlantic Coast Terminal Company account..... | 14,637 66 |
| Net light and power..... | 1,006,105 23 |
| Dividends City Gas Company..... | 30,000 00 |
| Interest on bonds owned (N. & O. V. Ry. Co.)..... | 50,000 00 |
| Rental of equipment..... | 220 00 |
| | \$ 1,119,152 86 |
| Other deductions: | |
| Depreciation railway department..... | 49,999 99 |

Income from Securities.

| | |
|--|--------------------|
| Norfolk Railway and Light Company..... | \$ 2,620 55 |
| Richmond Railway and Electric Company..... | 614 73 |
| Norfolk and Portsmouth Traction Company..... | 2,172 22 |
| Norfolk Street Railroad Company..... | 3,220 84 |
| Sundry securities..... | 705 00 |
| | \$ 9,333 34 |

RAILWAY STOCKS OWNED.

Active Corporations.

| NAME OF CORPORATION AND SECURITY | PAR VALUE OF STOCKS OWNED NOT HELD IN SINKING OR OTHER FUNDS | | VALUATION OF STOCKS OWNED |
|---|--|---------|---------------------------------|
| | Unpledged | Pledged | |
| Stocks of respondent corporation: | | | |
| Common..... | \$ 49,500 00 | | \$ 49,500 00 |
| Preferred..... | 600 00 | | 600 00 |
| Stock of corporations whose property does not form a part of the system of respondent corporation: | | | |
| Highland Park Company..... | 211,040 00 | | 201,121 60 |
| Brookland Railway and Improvement Co..... | 52,600 00 | | 53,420 00 |
| Northside Viaduct Co..... | 53,950 00 | | 53,050 00 |
| Norfolk and Ocean View Railway Co..... | 100,000 00 | | |
| Total..... | \$ 467,690 00 | | \$ 376,691 60 |

* Nominal, not quoted and not on market.

RAILWAY FUNDED DEBT OWNED.

Active Corporations.

| NAME OF CORPORATION AND SECURITY | PAR VALUE OF FUNDED DEBT OWNED NOT HELD IN SINKING OR OTHER FUNDS | | INTEREST ACCRUED | | Valuation of Funded Debt Owned |
|--|---|---------|------------------|--------------|--------------------------------------|
| | Unpledged | Pledged | Rate | Amount | |
| Funded debt of respondent corporation: First and refunding mortgage bonds..... | \$ 270,373 75 | ----- | ----- | ----- | \$ 270,373 75 |
| Funded debt of corporations whose property forms a part of the system of respondent corporation: Norfolk and Portsmouth Traction Company..... | 658,000 00 | ----- | 5 | \$ 2,172 22 | 658,350 00 |
| Norfolk Railway and Light Company..... | 49,000 00 | ----- | 5 | 2,620 55 | 49,420 01 |
| Funded debt of corporations whose property does not form a part of the system of respondent corporation: Norfolk and Ocean View Railway Company..... | 1,000,000 00 | ----- | 5 | 50,000 00 | *771,962 37 |
| Total..... | \$ 1,975,373 75 | ----- | ----- | \$ 54,792 77 | \$ 1,742,116 13 |

*Includes value of stock and bonds.

Inactive Corporations.

| NAME OF CORPORATION | Name of Security | Total Par Value of Funded Debt Outstanding | PAR VALUE OF FUNDED DEBT OWNED | | Valuation of Funded Debt Owned |
|--|---------------------|---|-----------------------------------|--------------|--------------------------------------|
| | | | Unpledged | Pledged | |
| Richmond and Alleghany Railroad Company..... | 1st mortgage..... | \$ 36,000 00 | \$ 36,000 00 | ----- | \$ 35,991 25 |
| Richmond Railway and Electric Company..... | 1st mortgage..... | 108,000 00 | 12,000 00 | \$ 91,000 00 | 106,885 00 |
| Norfolk Street Railroad Company..... | 1st mortgage..... | 125,000 00 | 125,000 00 | ----- | 125,000 00 |
| Total..... | ----- | \$ 269,000 00 | \$ 178,000 00 | \$ 91,000 00 | \$ 267,676 25 |

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

Other than Railway Stocks.

| NAME | Total Par Value of Securities Owned | DIVIDENDS DECLARED | | Valuation of Securities Owned |
|--|---|--------------------|-------------|-------------------------------------|
| | | Rate | Amount | |
| Southside Virginia Agriculture and Industrial Exhibit, Inc. | \$ 500 00 | ----- | ----- | \$ 500 00 |
| Old Dominion Iron and Nail Works Co. | 335,500 00 | ----- | ----- | 223,918 46 |
| Atlantic Coast Terminal Co. | 40,200 00 | ----- | ----- | 40,236 00 |
| City Gas Company of Norfolk | 98,900 00 | 6 | \$ 5,934 00 | 107,937 50 |
| Chesapeake Park Corporation | 10,000 00 | ----- | ----- | 10,000 00 |
| Elizabeth River and Hampton Roads Ferry Co. | 17,000 00 | ----- | ----- | 31,477 12 |
| Delpen Corporation | 7,300 00 | ----- | ----- | 7,300 00 |
| Richmond and Washington Highway Corporation (represents 50% of subscription) | 2,250 00 | ----- | ----- | 2,250 00 |
| Total | \$ 511,650 00 | ----- | \$ 5,934 00 | \$ 423,619 08 |

Other than Railway Funded Debt.

| NAME | Total Par Value of Securities Owned | INTEREST ACCRUED | | Valuation of Securities Owned |
|-----------------------|---|------------------|-----------|-------------------------------------|
| | | Rate | Amount | |
| Sundry bonds, Norfolk | \$ 11,500 00 | 6 | \$ 690 00 | \$ 11,500 00 |

RENTS OF LEASED LINES.

| NAME OF LESSOR | Portion Used for Payment of Dividends on Capital Stock of Lessor | Total Amount of Rents Paid by Lessee |
|--|--|--|
| Norfolk Railway and Light Company, leased by Norfolk and Portsmouth Traction Company, Virginia Railway and Power Company, successor for a period of 99 years from June 1, 1906, for rental of \$99,000 for year ending June 1, 1913. | \$ 99,000 00 | \$ 99,000 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | | YEAR ENDING JUNE 30, 1913 | |
|------------------|---|------------------|-----------------|---------------------------|--|
| Total | ASSETS | Total | Increase | Decrease | |
| \$ 260,351 98 | Cost of road..... | \$ 567,479 03 | \$ 307,127 05 | ----- | |
| 211,416 90 | Cost of equipment..... | 236,056 43 | 24,639 53 | ----- | |
| 49,139 77 | General expenditures..... | 49,913 87 | 774 10 | ----- | |
| 457,985 24 | Light and power department..... | 1,619,668 57 | 1,161,663 33 | ----- | |
| 32,691,436 50 | Cost of property, rights and franchises and privileges..... | 32,710,148 80 | 18,712 30 | ----- | |
| 54,694 31 | Betterments..... | 201,617 52 | 146,923 21 | ----- | |
| | OTHER PERMANENT INVESTMENTS | | | | |
| | Stocks owned..... | | | | |
| 1,350,272 91 | Funded debt owned..... | 1,479,488 31 | 129,215 40 | ----- | |
| 81,660 06 | Lands owned available for sale..... | 82,188 71 | 528 65 | ----- | |
| 552,653 76 | Work in progress..... | 51,100 21 | | \$ 501,553 55 | |
| 1,990,573 89 | Cash and current assets..... | 1,726,532 36 | | 264,041 53 | |
| | OTHER ASSETS | | | | |
| 571,357 98 | Sinking and other special funds..... | 388,728 88 | | 182,629 10 | |
| 377,748 75 | Deferred charges, discount on bonds sold..... | 461,633 38 | 83,884 63 | ----- | |
| 83,690 03 | Premium and discount on underlying bonds..... | 80,074 57 | | 3,615 46 | |
| \$ 38,732,982 08 | Grand total..... | \$ 39,654,630 64 | \$ 1,873,468 20 | \$ 951,839 64 | |
| | LIABILITIES | | | | |
| \$ 7,699,400 00 | Capital stock, preferred..... | \$ 7,699,400 00 | | | |
| 11,950,500 00 | Capital stock, common..... | 11,950,500 00 | | | |
| 16,461,126 25 | Funded debt..... | 17,597,126 25 | \$ 1,136,000 00 | | |
| 934,629 80 | Current liabilities..... | 814,344 71 | | \$ 120,285 09 | |
| | ACCRUED LIABILITIES | | | | |
| 114,222 23 | Taxes accrued and not yet due..... | 88,907 76 | | 25,314 47 | |
| 53,510 37 | Interest on funded debt accrued and not yet due..... | 53,793 72 | 283 35 | ----- | |
| 8,473 94 | Rents accrued and not yet due..... | 8,657 26 | 183 32 | ----- | |
| | Miscellaneous: | | | | |
| 112,790 34 | Sale of property..... | 155,633 78 | 42,843 44 | ----- | |
| 24,530 74 | Sinking fund installments..... | 25,318 16 | 787 42 | ----- | |
| 726,304 91 | Reserves..... | 387,290 50 | | 339,014 41 | |
| 647,493 50 | Surplus..... | 873,658 50 | 226,165 00 | ----- | |
| \$ 38,732,982 08 | Grand total..... | \$ 39,654,630 64 | \$ 1,406,262 53 | \$ 484,613 97 | |

IMPORTANT CHANGES DURING THE YEAR.

All extensions of track put in operation:

| | | |
|--------------------|----------|---|
| Mileage, 1912..... | 178,525) | Difference due principally to remeasurement of track. |
| Mileage, 1913..... | 177,838) | |
| Increase..... | 687) | |

All consolidations or reorganizations effected—Norfolk City Railroad Company mortgage expired January 1, 1913.

All new funded debt issued—Virginia Railway and Power Company, \$1,000,000 received in treasury and sold, \$42,000 received in treasury; Norfolk and Portsmouth Traction Company, \$75,000 sold from treasury; Norfolk City Railroad Company, \$125,000 retired; Norfolk Street Railroad Company, \$125,000 issued in place of Norfolk City Railroad Company.

Washington and Old Dominion Railway

HISTORY.

Exact name of common carrier making this report—Washington and Old Dominion Railway.

Date of organization—May 2, 1911.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—General railway laws of Virginia.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|---------------------------|-----------------------------|------------------------------------|
| F. C. Wright..... | Washington, D. C..... | October 8, 1912.* |
| Edw. B. McLean..... | Washington, D. C..... | |
| Jno. R. McLean..... | Washington, D. C..... | |
| Francis T. Homer..... | New York, N. Y..... | |
| Colin H. Livingstone..... | Washington, D. C..... | |
| W. B. Emmert..... | Washington, D. C..... | |
| Davis Elkins..... | Washington, D. C..... | |

*Directors holding over as no meeting has since been held.

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|------------------------------|---------------------------|--------------------------|
| President..... | F. C. Wright..... | Washington, D. C. |
| First Vice-President..... | Edw. B. McLean..... | Washington, D. C. |
| Second Vice-President..... | Colin H. Livingstone..... | Washington, D. C. |
| Secretary..... | A. K. Stratton..... | Washington, D. C. |
| Treasurer..... | Geo. Howard..... | Washington, D. C. |
| General Attorney..... | Wilton J. Lambert..... | Washington, D. C. |
| General Counsel..... | Francis T. Homer..... | New York, N. Y. |
| General Manager..... | W. B. Emmert..... | Washington, D. C. |
| Chief Engineer..... | O. H. Bundy..... | Washington, D. C. |
| General Freight Agent..... | J. N. Davis..... | Washington, D. C. |
| General Passenger Agent..... | J. N. Davis..... | Washington, D. C. |

Officer to whom correspondence concerning this report should be addressed: Name, A. K. Stratton; title, Secretary; address, 3506 M. St., N. W., Washington, D. C.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—November 9, 1911.

Date of last closing of stock books before end of year for which this report is made—No provision made.

Total number of stockholders of record—8.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1912?—Yes. If control was so held, state:

(a) The form of control, whether sole or joint—Sole.

(b) The name of the controlling corporation or corporations—Great Falls and Old Dominion Railroad Company.

(c) The manner in which control was established—Respondent company purchased from the Great Falls and Old Dominion Railroad Company certain railway properties, franchises, etc., using in part payment therefor 12,000 shares of its capital stock. Because of certain provisions in the will of the late Hon. S. B. Elkins, the stock of the Great Falls and Old Dominion Railroad Company held by the trustees under said will could not be sold, therefore the said 12,000 shares of the capital stock passed into the treasury of the Great Falls and Old Dominion Railroad Company. This condition was created November 1, 1911, and was overlooked at the time June 30, 1912, report was made.

(d) The extent of control—Four-fifths.

(e) Whether control was direct or indirect—Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1912?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|--|-----------------------|---|-----------------------------------|---|
| | From | To | | |
| <i>Line Owned:</i> Washington and Old Dominion Railway..... | Washington, D. C..... | Great Falls, Va..... | ----- | 14.24 |
| | Thrifton, Va..... | Bluemont Jct., Va..... | ----- | 2.95 |
| | Alexandria, Va..... | Bluemont, Va..... | ----- | 53.27 |
| | Alexandria, Va..... | A point 300 feet west of mile post 1..... | ----- | 1.06 |
| Total mileage operated..... | ----- | ----- | ----- | 71.52 |

ROAD ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

| NAME OF OWNING COMPANY | Miles of Line | LEASE OR AGREEMENT | | | | Concise Summary of Provisions |
|--------------------------------|---------------|--------------------|------------------|------------------|--|-------------------------------|
| | | Date | TERM | | | |
| | | | From | To | | |
| Southern Railway Company | 54.33 | Nov. 15, 1911 | July 1, 1912.... | June 30, 1962... | Lease of property and franchises known as and constituting the Southern Railway Company's Bluemont Branch and lying between a point 300 feet west of mile post No. 1 and the terminus at or near Bluemont, in Loudoun county, Va., and all other property and rights described in the form of lease for the term of fifty years. | |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | | Total Par Value Not Held by Respondent Corporation | Rate | INTEREST | | |
|---|------------------|---------------------|----------------------------------|--|---|------------------------------|-----------------|--|------|------------------------------------|-------------------------------|-----------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | When Payable | | | Amount Accrued Dur- ing Year | Amount Paid During Year | |
| <i>Mortgage Bonds:</i> First mortgage..... | 1911 | 1941 | \$ 2,500,000 | \$ 1,750,000 | \$ 500,000 | | | \$ 1,250,000 | 5 | | \$ 46,875 00* | 62,500 00 |

Explanatory Remarks.

*This amount was erroneously reported as being waived in the report to the Commission for the fiscal year ending June 30, 1912, whereas it should have been reported as "not demanded."

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|---------------------|-----------------------------|--|---------------------------|--|----------------------------|-------------------------|
| | | In Treasury | In Sinking or Other Funds | | Amount Accrued During Year | Amount Paid During Year |
| Mortgage bonds..... | \$1,750,000 00 | \$ 500,000 00 | ----- | \$1,250,000 00 | \$ 46,875 00* | ----- |

Explanatory Remarks.

*The company owns 17.19 miles of single track line, 16.47 miles of second track line and 1.35 miles of sidings, all of which is electrified. It also owns power plant, and equipment used in the operation of the entire property. It leases 60.59 miles of single track including sidings, formerly operated by steam power, of which 50.40 miles, including sidings, has been electrified by the company since taking the leasehold. It operates under trackage rights 1.06 miles of single track.

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|--------------|
| | | Miles | Amount |
| Capital stock..... | \$1,500,000 00 | 70.46 | \$ 21,288 67 |
| Funded debt..... | 1,750,000 00 | 70.46 | 24,836 78 |
| Total..... | \$3,250,000 00 | 70.46 | \$ 46,125 45 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 | |
|--|-----------------|--|-----------------|
| Cash..... | \$ 21,237 39 | Loans and notes payable..... | \$ 63,850 00 |
| Accounts receivable..... | 7,285 37 | Accounts payable..... | *170,134 96 |
| Materials and supplies..... | 24,976 08 | Matured interest on funded debt unpaid..... | 109,375 00 |
| Prepaid accounts..... | 21,811 11 | Miscellaneous matured interest unpaid..... | 6,416 68 |
| Miscellaneous: | | Rents due and unpaid..... | 24 99 |
| Premium on bond..... | 75 00 | Miscellaneous: | |
| Agents..... | 3,559 06 | Deferred notes payable, due December, 1914..... | 1700,000 00 |
| Petty cash..... | 350 00 | Rents paid in advance..... | 258 14 |
| District of Columbia deposits..... | 100 00 | Audited pay rolls..... | 12,124 71 |
| Ticket balances..... | 54 85 | Tickets outstanding..... | 877 08 |
| Total—Cash and current assets..... | \$ 79,448 86 | Freight deposits..... | 124 03 |
| Balance—Current liabilities..... | 1,069,495 77 | Washington Southern Ry. Co..... | 2,823 07 |
| Total..... | \$ 1,148,944 63 | Unclaimed wages..... | 208 57 |
| | | Total—Current liabilities..... | \$ 1,148,944 63 |
| | | Total..... | \$ 1,148,944 63 |

Explanatory Remarks.

*This amount includes \$21,991.74, which is subject to a reduction not at this time known.

†Subject to a claim at present estimated at \$74,290.60.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--------------------------------|--|--|---------------|--|--|
| | From | To | Miles | | |
| First mortgage bonds..... | Washington, D. C. Thrliton, Va..... | Great Falls, Va. Bluemont Jct., Va..... | 14.24 2.95 | | { Road equipment and all other property, including leasehold. |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Deductions During Year | Total Cost to June 30, 1913 |
|--|-----------------------------------|-----------------------------|------------------------------|-----------------------------------|
| ROAD: | | | | |
| Engineering and superintendence..... | \$ 13,792 44 | \$ 4,198 91 | | \$ 17,991 35 |
| Right of way..... | 22,212 64 | 2,170 92 | | 24,383 56 |
| Other land used in electric railway operations..... | 7,220 00 | 2,311 31 | | 9,531 31 |
| Grading..... | 16,471 98 | 8,771 26 | | 25,243 24 |
| Ballast..... | 3 50 | 4,898 34 | | 4,901 84 |
| Ties..... | 6,688 10 | 31,002 32 | | 37,690 42 |
| Rails, rail fastenings and joints..... | 27,186 58 | 2,906 48 | | 29,793 06 |
| Special work..... | 1,780 71 | 1,662 14 | | 3,442 85 |
| Underground construction..... | | 386 19 | | 386 19 |
| Paving..... | | 2 00 | | 2 00 |
| Track laying and surfacing..... | 4,733 28 | 13,958 28 | | 18,691 56 |
| Roadway tools..... | 443 42 | 826 66 | | 1,270 08 |
| Bridges, trestles and culverts..... | 14,513 64 | 41,439 85 | | 55,953 49 |
| Crossings, fences, cattle guards and signs..... | 106 80 | 1,669 26 | | 1,776 06 |
| Interlocking and other signal apparatus..... | 50 12 | 428 15 | | 478 27 |
| Telegraph and telephone lines..... | 2,449 13 | 4,336 80 | | 6,785 93 |
| Poles and fixtures..... | 10,895 32 | 53,004 20 | | 64,499 52 |
| Underground conduits..... | | 14 33 | | 14 33 |
| Transmission system..... | 19,911 58 | 20,190 92 | | 40,102 50 |
| Distribution system..... | 43,845 59 | 69,202 51 | | 113,048 10 |
| Power-plant buildings..... | 4 54 | 3,000 98 | | 3,005 52 |
| Substation buildings..... | 932 32 | 5,856 97 | | 6,789 29 |
| General office buildings..... | | 39 64 | | 39 64 |
| Shops and carhouses..... | 191 56 | 2,110 36 | | 2,301 92 |
| Stations, waiting rooms and miscellaneous buildings..... | 396 42 | 11,994 51 | | 12,390 93 |
| Power-plant equipment..... | 6,192 06 | 71,383 39 | | 77,575 45 |
| Substation equipment..... | 489 00 | 26,306 09 | | 26,795 09 |
| Shop equipment..... | 63 41 | 1,176 43 | | 1,239 84 |
| Park and resort property..... | 465 18 | 612 31 | | 1,077 49 |
| Cost of road purchased, including equipment..... | 2,874,726 56 | 2,617 04 | | 2,877,343 60 |
| Total..... | \$3,075,765 88 | \$ 388,828 55 | | \$ 3,464,594 43 |
| EQUIPMENT: | | | | |
| Cars..... | \$ 2,722 25 | \$ 73,162 62 | | \$ 75,884 87 |
| Locomotives..... | | 24,710 50 | \$ 2,050 00 | 22,660 50 |
| Electric equipment of cars..... | 605 73 | 46,254 26 | | 46,859 99 |
| Other rail equipment..... | | 263 80 | | 263 80 |
| Miscellaneous equipment..... | 1,200 00 | 380 07 | | 1,580 07 |
| Total..... | \$ 4,527 98 | \$ 144,771 25 | \$ 2,050 00 | \$ 147,249 23 |
| GENERAL EXPENDITURES: | | | | |
| Law expenses..... | \$ 6,961 56 | \$ 4,468 90 | | \$ 11,430 46 |
| Interest..... | 24,773 21 | 29,563 80 | | 54,337 01 |
| Injuries and damages..... | 15 00 | 185 50 | | 200 50 |
| Taxes..... | 25 00 | 3,812 74 | | 3,837 74 |
| Miscellaneous..... | 26,692 52 | 22,436 05 | | 49,128 57 |
| Total..... | \$ 58,467 29 | \$ 60,466 99 | | \$ 118,934 28 |
| RECAPITULATION: | | | | |
| Road..... | \$3,075,765 88 | \$388,828 55 | | \$ 3,464,594 43 |
| Equipment..... | 4,527 98 | 144,771 25 | \$ 2,050 00 | 147,249 23 |
| General expenditures..... | 58,467 29 | 60,466 99 | | 118,934 28 |
| Total..... | \$3,138,761 15 | \$ 594,066 79 | \$ 2,050 00 | \$ 3,730,777 94 |
| Cost of road per mile of line..... | | | | \$ 49,171 08 |
| Cost of equipment per mile of line..... | | | | 2,089 83 |
| General expenditures per mile of line..... | | | | 1,687 97 |
| Total per mile of line..... | | | | \$ 52,948 88 |

*Three dinkey locomotives were sold during the year.

INCOME ACCOUNT.

| | | |
|--|--------------|---------------|
| Operating revenues..... | | \$ 425,947 81 |
| Operating expenses..... | | 357,075 23 |
| Net operating revenue..... | | \$ 68,872 58 |
| Gross income, less operating expenses..... | | \$ 68,872 58 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes— | | |
| On real and personal property..... | \$ 11,103 86 | |
| On earnings..... | 4,380 64 | |
| Interest— | | |
| On funded debt..... | 109,375 00 | |
| On floating debt..... | 6,416 68 | |
| Rents of leased lines..... | 45,000 00 | |
| Total deductions..... | | 176,276 18 |
| Net loss..... | | \$ 107,403 60 |
| Deficit for year..... | | \$ 107,403 60 |
| Surplus at beginning of year..... | | 16,140 76 |
| | | \$ 91,262 84 |
| PROFIT OR LOSS ADJUSTMENTS DURING YEAR: | | |
| Credits— | | |
| Cancelled voucher No. 56, December 19..... | | 1 74 |
| Deficit at close of year..... | | \$ 91,261 10 |

RAILWAY FUNDED DEBT OWNED.

Active Corporations.

| NAME OF CORPORATION AND SECURITY | PAR VALUE OF FUNDED DEBT OWNED NOT HELD IN SINKING OR OTHER FUNDS | | Valuation of Funded Debt Owned |
|--|---|----------------|--------------------------------|
| | Unpledged | Pledged | |
| Funded debt of respondent corporation..... | | \$ 500,000 00* | \$ 500,000 00 |

*Of the \$1,750,000.00 mortgage bonds issued by this company, \$500,000.00 are held at par in the treasury.

RENTS OF LEASED LINES.

| NAME OF LESSOR | Total Amount of Rents Paid by Lessee |
|-------------------------------|--|
| Southern Railway Company..... | \$ 45,000 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|-----------------|-----------------------------------|----------------|---------------------------|---------------|
| Total | ASSETS | Total | Increase | Decrease |
| \$ 3,075,765 88 | Cost of road..... | \$3,464,594 43 | \$ 388,828 55 | ----- |
| 4,527 98 | Cost of equipment..... | 147,249 23 | 142,721 25 | ----- |
| 58,467 29 | General expenditures..... | 118,934 28 | 60,466 99 | ----- |
| | OTHER PERMANENT INVESTMENTS | | | |
| 500,000 00 | Funded debt owned..... | 500,000 00 | ----- | ----- |
| 429,034 52 | Cash and current assets..... | 79,448 86 | ----- | \$ 349,585 66 |
| | OTHER ASSETS | | | |
| 1,257 00 | Office furniture and fixtures.... | 3,460 27 | 2,203 27 | ----- |
| ----- | Deficit..... | 91,261 10 | 91,261 10 | ----- |
| \$ 4,069,052 67 | Grand total..... | \$4,404,948 17 | \$ 335,895 50 | ----- |
| | LIABILITIES | | | |
| \$ 1,500,000 00 | Capital stock, common..... | \$1,500,000 00 | ----- | ----- |
| 1,750,000 00 | Funded debt..... | 1,750,000 00 | ----- | ----- |
| 800,265 17 | Current liabilities..... | 1,148,944 63 | \$ 348,679 46 | ----- |
| | ACCRUED LIABILITIES | | | |
| 2,646 74 | Taxes accrued and not yet due.. | 6,003 54 | 3,356 80 | ----- |
| 16,140 76 | Surplus..... | ----- | ----- | \$ 16,140 76 |
| \$ 4,069,052 67 | Grand total..... | \$4,404,948 17 | \$ 335,895 50 | ----- |

IMPORTANT CHANGES DURING THE YEAR.

All extensions of track put in operation—2.95 miles put into operation July 1, 1912.

All other important financial changes—Bluemont Branch leased from Southern Railway Company and put into operation July 1, 1912, at same time being electrified.

Washington Utilities Company

HISTORY.

Exact name of common carrier making this report—Washington Utilities Company.

Date of organization—November 29, 1911.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Chartered State of Virginia, pursuant to chapter II., act General Assembly, May 21, 1903, charter amended February 28, 1912, and November 7, 1912; November 26, 1912, Washington-Virginia merged into and with Washington Utilities Company, by authority State Corporation Commission of Virginia.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|--------------------------|-----------------------------|------------------------------------|
| Frederick H. Treat..... | Washington, D. C..... | December 8, 1913. |
| Norman Grey..... | Camden, N. J..... | |
| Gardner L. Boothe..... | Alexandria, Va..... | |
| John F. Wilkins..... | Washington, D. C..... | |
| Clarence F. Norment..... | Washington, D. C..... | |
| Chas. A. Spalding..... | Washington, D. C..... | |
| W. W. Spaid..... | Washington, D. C..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|-----------------------------|-------------------------|--------------------------|
| President..... | Frederick H. Treat..... | Washington, D. C. |
| First Vice-President..... | Norman Grey..... | Washington, D. C. |
| Secretary..... | Gardner L. Boothe..... | Washington, D. C. |
| Treasurer..... | W. W. Spaid..... | Washington, D. C. |
| General Manager..... | R. W. King..... | Washington, D. C. |
| General Superintendent..... | J. W. Rich..... | Washington, D. C. |

Officer to whom correspondence concerning this report should be addressed: Name, J. C. Freeland; title, Assistant Treasurer; address, 603 Hibbs Building, Washington, D. C.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

| NAME | CONTROL | | | | |
|--|---------------|----------------------|--------|--------------------|--|
| | Sole or Joint | How Established | Extent | Direct or Indirect | Other Parties to Agreement For Joint Control |
| <i>Active Corporations:</i> Washington and Great Falls Railway and Power Company..... | Sole | Stock ownership..... | 60% | Direct | . |

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—December 1, 1911.

Total number of stockholders of record—185.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---|----------------------|----------------------|-----------------------------------|---|
| | From | To | | |
| <i>Line Owned:</i> Washington Utilities Co.. | Washington..... | Mt. Vernon..... | 18.95 | |
| | Aqueduct Bridge..... | Fairfax and Naucks.. | 23.77 | 42.72 |
| Total mileage operated..... | ..... | ..... | ..... | 42.72 |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | Rate | INTEREST | | |
|---|------------------|---------------------|----------------------------------|--|---|------------------------------|--|-------|-----------------|------------------------------------|-------------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | | | When Payable | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage Bonds: | | | | | | | | | | | |
| W. A. & Mt. V. Ry. Co., 1st mort. 5s. | 1905 | 1955 | \$ 2,500,000 | \$ 2,500,000 | \$ 130,000 | ----- | \$ 2,370,000 | 5 | M. & S. | \$ 69,125 00 | \$ 59,250 00 |
| W. A. & F. C. Ry. Co., 1st mort. 6s. | 1895 | 1925 | 100,000 | 100,000 | ----- | ----- | 100,000 | 6 | J. & J. | 3,500 00 | 6,000 00 |
| W. A. & F. C. Ry. Co., 2nd mort. 5s. | 1903 | 1933 | 350,000 | 250,000 | ----- | ----- | 250,000 | 5 | A. & O. | 7,291 66 | 6,250 00 |
| W. A. & F. C. Ry. Co., 1st con. mort. 5s. | 1908 | 1958 | 1,000,000 | 650,000 | 48,000 | ----- | 602,000 | 5 | M. & S. | 17,558 34 | 15,050 00 |
| Total..... | ----- | ----- | \$ 3,950,000 | \$ 3,500,000 | \$ 178,000 | ----- | \$ 3,322,000 | ----- | ----- | \$ 97,475 00 | \$ 86,550 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|---------------------|-----------------------------|--|---------------------------|--|----------------------------|-------------------------|
| | | In Treasury | In Sinking of Other Funds | | Amount Accrued During Year | Amount Paid During Year |
| | | | | | | |
| Mortgage bonds..... | \$3,500,000 00 | \$ 178,000 00 | ----- | \$3,322,000 00 | \$ 97,475 00 | \$ 86,550 00 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|---------------|
| | | Miles | Amount |
| Capital stock..... | \$5,639,200 00 | 42.72 | \$ 132,003 74 |
| Funded debt..... | 3,500,000 00 | 42.72 | 81,928 84 |
| Total..... | \$9,139,200 00 | 42.72 | \$ 213,932 58 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 |
|--|--|
| Cash.....\$ 126,341 18 | Loans and notes payable.....\$ 1,675,000 00 |
| Accounts receivable..... 2,800 51 | Accounts payable..... 168,540 42 |
| Materials and supplies..... 24,883 68 | Dividends unpaid..... 55,734 12 |
| Prepaid accounts..... 2,436 94 | |
| Miscellaneous: | |
| Bond interest rec. acc..... 4,350 00 | |
| Dividends rec. acc..... 16,282 33 | |
| Suspense items..... 1,570 88 | |
| Total—Cash and current assets...\$ 178,665 52 | Total—Current liabilities....\$ 1,899,274 54 |
| Balance—Current liabilities.... 1,720,609 02 | |
| Total.....\$ 1,899,274 54 | Total.....\$ 1,899,274 54 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|--|----------------------|-------------------------|-------|--|---|
| | From | To | Miles | | |
| Washington, Alexandria and Mt. Vernon Ry. Co., 5 per cent. 1st mortgage bonds..... | Washington..... | Mt. Vernon..... | 22.06 | \$ 113,327 | All. |
| Washington, Arlington and Falls Church Ry. Co., Six per cent. 1st mortgage bonds..... Five per cent. 2nd mortgage bonds..... Five per cent. 1st con. mortgage bonds..... | Aqueduct bridge..... | Fairfax and Naucke, Va. | 23.77 | 61,001 | All. |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to November 30, 1912 | Additions Dur- ing Year Nov. 30, 1912 to June 30, '13 | Total Cost to June 30, 1913 |
|---|---------------------------------------|--|-----------------------------------|
| ROAD: | | | |
| Engineering and superintendence..... | \$ 10,367 21 | \$ 5,170 05 | \$ 15,537 26 |
| Right of way..... | 2,349 01 | 1,312 55 | 3,661 56 |
| Other land used in electric railway operations.. | 10,508 25 | 2 75 | 10,511 00 |
| Grading..... | 19,268 10 | 8,678 20 | 27,946 30 |
| Ballast..... | 3,197 29 | 778 08 | 3,975 37 |
| Ties..... | 18,541 67 | 2,655 44 | 21,197 11 |
| Rails, rail fastenings and joints..... | 11,869 44 | 9,420 18 | 21,319 62 |
| Special work..... | 5,589 97 | 2,139 06 | 7,729 03 |
| Paving..... | 5,326 12 | ----- | 5,326 12 |
| Track laying and surfacing..... | 31,016 62 | 3,383 50 | 34,400 12 |
| Roadway tools..... | 56 84 | 143 79 | 200 63 |
| Bridges, trestles and culverts..... | 7,940 14 | 2,972 43 | 10,913 57 |
| Crossings, fences, cattle guards and signs..... | 1,260 18 | 128 91 | 1,389 09 |
| Interlocking and other signal apparatus..... | 3,709 98 | 61 23 | 3,771 21 |
| Telegraph and telephone lines..... | 3,357 88 | 334 98 | 3,722 66 |
| Poles and fixtures..... | 15,169 37 | 3,907 40 | 19,076 77 |
| Transmission system..... | 8,052 85 | 1,660 04 | 9,712 89 |
| Distribution system..... | 16,727 03 | 14,598 39 | 31,325 42 |
| Power-plant buildings..... | 1,512 50 | ----- | 1,512 50 |
| Substation buildings..... | 742 44 | 10,585 66 | 11,328 10 |
| General office buildings..... | 581 99 | ----- | 581 99 |
| Shops and carhouses..... | 32,660 02 | 1,321 13 | 33,981 15 |
| Stations, waiting rooms and miscellaneous buildings..... | 6,697 64 | 904 33 | 7,601 97 |
| Power-plant equipment..... | 24,807 97 | 38 30 | 24,846 27 |
| Substation equipment..... | 1,769 76 | 8,920 02 | 10,689 78 |
| Shop equipment..... | 3,029 72 | 189 49 | 3,219 21 |
| Total..... | \$ 246,139 99 | \$ 79,336 41 | \$ 325,476 40 |
| EQUIPMENT: | | | |
| Cars..... | \$ 27,167 31 | \$ 2,981 06 | \$ 30,148 37 |
| Electric equipment of cars..... | 5,256 73 | 1,100 84 | 6,357 57 |
| Other rail equipment..... | ----- | 2,009 51 | 2,009 51 |
| Total..... | \$ 32,424 04 | \$ 6,091 41 | \$ 38,515 45 |
| GENERAL EXPENDITURES: | | | |
| Law expenses..... | \$ 33 09 | ----- | \$ 33 09 |
| Interest..... | 10,967 38 | ----- | 10,967 38 |
| Miscellaneous..... | 8,712 41 | \$ 7,015 62 | 15,728 03 |
| Total..... | \$ 19,712 88 | \$ 7,015 62 | \$ 26,728 50 |
| RECAPITULATION: | | | |
| Road..... | \$ 246,139 99 | \$ 79,336 41 | \$ 325,476 40 |
| Equipment..... | 32,424 04 | 6,091 41 | 38,515 45 |
| General expenditures..... | 19,712 88 | 7,015 62 | 26,728 50 |
| Total..... | \$ 298,276 91 | \$ 92,443 44 | \$ 390,720 35 |

INCOME ACCOUNT.

| | | |
|---|---------------|-----------------|
| Operating revenues..... | | \$ 307,154 18 |
| Operating expenses..... | | 141,333 42 |
| Net operating revenue..... | | \$ 165,820 76 |
| MISCELLANEOUS INCOME: | | |
| Interest on deposits..... | \$ 176 24 | |
| Income from securities owned..... | 98,368 58 | |
| Other miscellaneous income..... | 11,134 09 | |
| | | 109,678 91 |
| Gross income, less operating expenses..... | | \$ 275,499 67 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes— | | |
| On real and personal property..... | \$ 751 72 | |
| On capital stock..... | 25 00 | |
| On earnings..... | 18,810 74 | |
| Interest— | | |
| On funded debt..... | 126,583 34 | |
| On floating debt..... | 61,020 31 | |
| Total deductions..... | | 207,191 11 |
| Net income..... | | \$ 68,308 56 |
| DISPOSITION OF NET INCOME: | | |
| Dividends 1½ per cent. on \$5,489,200.00 stock..... | | 95,198 50 |
| Deficit for period..... | | \$ 26,889 94 |
| Surplus at beginning of year..... | | 2,240,451 30 |
| | | \$ 2,213,561 36 |
| PROFIT OR LOSS ADJUSTMENTS DURING YEAR: | | |
| Debits: | | |
| Reserve for stock..... | \$ 231,200 00 | |
| Reserve for bonds..... | 998,000 00 | |
| Reserve for replacements, accidents, etc..... | 433,983 41 | |
| | | 1,663,183 41 |
| Surplus at close of year..... | | \$ 550,377 95 |

RAILWAY STOCKS OWNED. Active Corporations.

| NAME OF CORPORATION AND SECURITY | PAR VALUE OF STOCKS OWNED NOT HELD IN SINKING OR OTHER FUNDS | | DIVIDENDS DECLARED | | Valuation of Stocks Owned |
|--|--|---------|--------------------|--------------|---------------------------------|
| | Unpledged | Pledged | Rate | Amount | |
| | | | | | |
| Stock of corporations whose property does not form a part of this system of respondent corporation: | | | | | |
| 27,853 shares Washington Railway and Electric Com- pany, common | \$ 2,785,300 00 | ----- | 5 & 6 | \$ 73,383 50 | \$ 2,462,200 25 |
| 2,144 shares Washington Railway and Electric Company, preferred | 214,400 00 | ----- | 5 | 5,610 00 | 193,466 75 |
| 6,000 shares Washington and Great Falls Railway and Power Company | 300,000 00 | ----- | ----- | ----- | 1 00 |
| Total..... | \$ 3,299,700 00 | ----- | ----- | \$ 78,992 50 | \$ 2,655,668 00 |

Inactive Corporations.

| NAME OF CORPORATION | Name of Security | Total Par Value of Funded Debt Outstanding | PAR VALUE OF FUNDED DEBT OWNED | | Valuation of Funded Debt Owned |
|---|------------------|--|--------------------------------|---------|--------------------------------|
| | | | Unpledged | Pledged | |
| | | | | | |
| 130 Washington, Alexandria and Mt. Vernon Railway Company | 1st mort. 5s. | \$ 2,500,000 00 | \$ 130,000 00 | ----- | \$ 117,000 00 |
| 48 Washington, Arlington and Falls Church Railway Company | 1st mort. 6s. | 100,000 00 | ----- | ----- | ----- |
| 48 Washington, Arlington and Falls Church Railway Company | 2nd mort. 5s. | 250,000 00 | ----- | ----- | ----- |
| 48 Washington, Arlington and Falls Church Railway Company | 1st con. mtg. 5s | 650,000 00 | 48,000 00 | ----- | 40,800 00 |
| Total..... | ----- | \$ 3,500,000 00 | \$ 178,000 00 | ----- | \$ 157,800 00 |

Does the respondent own or control any railway securities, either stock or funded debt, through any intermediary which does not make an annual report to the com-
mission—No.

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

Other than Railway Stocks.

| NAME | Total Par Value of Securities Owned | DIVIDENDS DECLARED | | Valuation of Securities Owned |
|---|---|--------------------|-------------|-------------------------------------|
| | | Rate | Amount | |
| 475 shares Rosemont Development Co. preferred..... | \$ 23,750 00 | 6 | \$ 712 50 | \$ 23,750 00 |
| 150 shares Braddock Traction and Power Co. | 15,000 00 | 6 | 900 00 | 20,355 95 |
| Total..... | \$ 38,750 00 | ----- | \$ 1,612 50 | \$ 44,105 95 |

Other than Railway Funded Debt.

| NAME | Total Par Value of Securities Owned | INTEREST ACCRUED | | Valuation of Securities Owned |
|---|---|------------------|-------------|-------------------------------------|
| | | Rate | Amount | |
| 60 Washington, Luna Park Co. bonds, 1st mortgage 6s..... | \$ 30,000 00 | 6 | \$ 150 00 | \$ 15,000 00 |
| 66 New Jersey Gas Co., 1st mortgage 5 per cent. bonds..... | 66,000 00 | 5 | 1,925 00 | 59,400 00 |
| Total..... | \$ 96,000 00 | ----- | \$ 2,075 00 | \$ 74,400 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30, 1913 | YEAR ENDING JUNE 30, 1913 | |
|---------------|------------------------------------|-----------------|---------------------------|----------|
| | | | Increase | Decrease |
| Total | | Total | | |
| ----- | Road and equipment to Decem- | | | |
| ----- | ber 30, 1906..... | \$ 9,668,738 85 | ----- | ----- |
| ----- | Cost of road..... | 325,476 40 | ----- | ----- |
| ----- | Cost of equipment..... | 38,515 45 | ----- | ----- |
| ----- | General expenditures..... | 26,728 50 | ----- | ----- |
| ----- | OTHER PERMANENT INVESTMENTS | | | |
| ----- | Stocks owned..... | 2,699,773 95 | ----- | ----- |
| ----- | Funded debt owned..... | 232,300 00 | ----- | ----- |
| ----- | Cash and current assets..... | 178,665 52 | ----- | ----- |
| ----- | Grand total..... | \$13,170,098 67 | ----- | ----- |
| ----- | LIABILITIES | | | |
| ----- | Capital stock..... | \$ 5,639,200 00 | ----- | ----- |
| ----- | Funded debt..... | 3,500,000 00 | ----- | ----- |
| ----- | Current liabilities..... | 1,899,274 54 | ----- | ----- |
| ----- | ACCRUED LIABILITIES | | | |
| ----- | Taxes accrued and not yet due..... | 17,604 49 | ----- | ----- |
| ----- | Interest on funded debt accrued | | | |
| ----- | and not yet due..... | 81,766 68 | ----- | ----- |
| ----- | Miscellaneous interest accrued | | | |
| ----- | and not yet due..... | 12,500 00 | ----- | ----- |
| ----- | Reserves..... | 1,469,375 01 | ----- | ----- |
| ----- | Surplus..... | 550,377 95 | ----- | ----- |
| ----- | Grand total..... | \$13,170,098 67 | ----- | ----- |

IMPORTANT CHANGES DURING THE YEAR.

All consolidations or reorganizations effected—November 25, 1913, Washington-Virginia Railway Company merged into and with this company.

Washington-Virginia Railway Company

HISTORY.

Exact name of common carrier making this report—Washington-Virginia Railway Company.

Date of organization—June 22, 1910.

Under laws of what Government, State, or Territory organized? If more than one, name all. Give reference to each statute and all amendments thereof—Virginia, June 22, 1910, chartered under name Washington-Virginia Railway Company. Virginia amendments September 9, 1910, September 30, 1910, October 17, 1910, and November 18, 1910. Virginia, act of May 21, 1903.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same—October 17, 1910, merged into and with

(1) Washington, Alexandria and Mt. Vernon Railway Company, chartered in State of Virginia, February 18, 1890, as Alexandria and Fairfax Railway Company; amended February 25, 1892, under name of Washington, Alexandria and Mt. Vernon Railway Company; chartered also in District of Columbia, August 23, 1894, by act of Congress, and

(2) Washington, Arlington and Falls Church Railway Company, chartered by act of Congress, 1891, and by State of Virginia, 1892-1894, as Washington and Arlington Railway Company; amended 1896 to Washington, Arlington and Falls Church Railway Company.

Date and authority for each consolidation—October 17, 1910, by authority of State Corporation Commission of Virginia, under act of May 21, 1903, and subsequent amendments thereto.

DIRECTORS.

| <i>Name.</i> | <i>Post-office Address.</i> | <i>Date of Expiration of Term.</i> |
|-------------------------|-----------------------------|------------------------------------|
| Gardner L. Boothe..... | Alexandria, Va..... | February 11, 1913. |
| M. E. Church..... | Falls Church, Va..... | |
| A. G. Clapham..... | Washington, D. C..... | |
| Norman Grey..... | Camden, N. J..... | |
| David A. Howe..... | Williamsport, Pa..... | |
| Clarence P. King..... | Philadelphia, Pa..... | |
| W. B. Hibbs..... | Washington, D. C..... | |
| Frederick Mertens..... | Cumberland, Md..... | |
| Frederick H. Treat..... | Wayne, Pa..... | |

PRINCIPAL OFFICERS.

| <i>Title.</i> | <i>Name.</i> | <i>Official Address.</i> |
|--------------------------------|-------------------------|--------------------------|
| President..... | Frederick H. Treat..... | Philadelphia, Pa. |
| First Vice-President..... | R. W. King..... | Philadelphia, Pa. |
| Secretary..... | J. B. Hoellman..... | Washington, D. C. |
| Treasurer..... | W. H. Lawton..... | Philadelphia, Pa. |
| Comptroller..... | W. H. Lawton..... | Philadelphia, Pa. |
| General Manager..... | R. W. King..... | Philadelphia, Pa. |
| Assistant General Manager..... | J. B. Hoellman..... | Washington, D. C. |
| General Superintendent..... | Percy Clift..... | Washington, D. C. |

Officer to whom correspondence concerning this report should be addressed: Name, J. C. Freeland; title, Assistant Treasurer; address, 603 Hibbs Building, Washington, D. C.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors—February 13, 1912.

Date of last closing of stock books before end of year for which this report is made—April 25, 1912.

Total number of stockholders of record—137.

Has each share of stock one vote?—Yes.

Has any issue of securities contingent voting rights?—No.

Has any issue of securities special privileges in the election of directors?—No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?—No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?—No.

ROAD OPERATED.

| NAME | TERMINI | | Miles of Line for Each Road Named | Miles of Line for Each Class of Roads Named |
|---------------------------------|----------------------|----------------------|-----------------------------------|---|
| | From | To | | |
| <i>Line Owned:</i> | | | | |
| Washington Virginia Ry. Co..... | Washington..... | Mt. Vernon..... | 18.95 | |
| | Aqueduct bridge..... | Fairfax and Naucks.. | 23.77 | 42.72 |
| Total mileage opera | ted..... | ..... |  | 42.72 |

CAPITAL STOCK.

| DESCRIPTION | Number of Shares Authorized | Par Value of One Share | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | DIVIDENDS DECLARED DURING YEAR | |
|----------------|-----------------------------------|------------------------------|----------------------------------|-----------------------------------|---|------------------------------|---|-----------------------------------|--------------|
| | | | | | In Treasury | In Sinking or Other Funds | | Rate | Amount |
| Capital stock: | | | | | | | | | |
| Common..... | \$ 20,000 | \$ 100 | \$ 2,000,000 | \$ 1,378,300 | ----- | ----- | \$ 1,378,300 | 3 | \$ 41,349 00 |
| Preferred..... | 10,000 | 100 | 1,000,000 | 1,000,000 | ----- | ----- | 1,000,000 | 4 | 40,000 00 |
| Total..... | \$ 30,000 | ----- | \$ 3,000,000 | \$ 2,378,300 | ----- | ----- | \$ 2,378,300 | ----- | \$ 81,349 00 |

FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | TERM | | Total Par Value Authorized | Total Par Value Outstand- ing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | Rate | INTEREST | | |
|---|------------------|---------------------|----------------------------------|--|---|------------------------------|--|------|-----------------|------------------------------------|-------------------------------|
| | Date of Issue | Date of Maturity | | | In Treasury | In Sinking or Other Funds | | | When Payable | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage Bonds: | | | | | | | | | | | |
| W. A. & Mt. V. Ry. Co., 1st mort. 5s. | 1905 | 1955 | \$ 2,500,000 | \$ 2,500,000 | \$ 130,000 | ----- | \$ 2,370,000 | 5 | M. & S. | \$ 49,208 33 | \$ 58,750 00 |
| W. A. & F. C. Ry. Co., 1st mort. 6s. | 1895 | 1925 | 100,000 | 100,000 | ----- | ----- | 100,000 | 6 | J. & J. | 2,500 00 | 3,000 00 |
| W. A. & F. C. Ry. Co., 2nd mort. 5s. | 1903 | 1953 | 350,000 | 250,000 | ----- | ----- | 250,000 | 5 | A. & O. | 5,208 33 | 6,250 00 |
| W. A. & F. C. Ry. Co., 1st con. mort. 5s. | 1908 | 1958 | 1,000,000 | 650,000 | 48,000 | ----- | 602,000 | 5 | M. & S. | 12,541 65 | 15,050 00 |
| Total..... | | | \$ 3,950,000 | \$ 3,500,000 | \$ 178,000 | ----- | \$ 3,322,000 | --- | --- | \$ 69,458 31 | \$ 83,050 00 |

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT | Total Par Value Out- standing | TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION | | Total Par Value Not Held by Respondent Corporation | INTEREST | |
|---------------------|-------------------------------------|---|---------------------------------|--|------------------------------------|----------------------------|
| | | In Treasury | In Sinking or Other Funds | | Amount Accrued Dur- ing Year | Amount Paid During Year |
| Mortgage bonds..... | \$3,500,000 00 | \$ 178,000 00 | ----- | \$3,322,000 00 | \$ 69,458 31 | \$ 83,050 00 |

RECAPITULATION OF CAPITALIZATION.

| ACCOUNT | Total Par Value Outstanding | AMOUNT PER MILE OF LINE | |
|--------------------|-----------------------------------|----------------------------|--------------|
| | | Miles | Amount |
| Capital stock..... | \$2,378,300 00 | 42.72 | \$ 55,671 82 |
| Funded debt..... | 3,500,000 00 | 42.72 | 81,928 84 |
| Total..... | \$5,878,300 00 | 42.72 | \$137,600 66 |

CURRENT ASSETS AND LIABILITIES.

| CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES | CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1913 |
|--|--|
| Cash..... \$ 19,290 02 Accounts receivable..... 2,771 91 Materials and supplies..... 21,672 33 Prepaid accounts..... 1,071 56 Miscellaneous: Dividend rec. acc..... 593 75 Bond interest rec. acc..... 3,925 00 Suspense items..... 200 00 Total—Cash and current assets.. \$ 49,524 57 Total..... \$ 49,524 57 | Accounts payable..... \$ 34,848 90 Total—Current liabilities..... \$ 34,848 90 Balance—Cash assets..... 14,675 67 Total..... \$ 49,524 57 |

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION | ROAD MORTGAGED | | | Amount of Mortgage Per Mile of Line | EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED |
|---|----------------------|--------------------------|-------|-------------------------------------|--|
| | From | To | Miles | | |
| Washington, Alexandria and Mt. Vernon Ry. Co., 5 per cent. 1st mortgage bonds..... | Washington..... | Mt. Vernon..... | 22.06 | \$ 113,327 | All. |
| Washington, Arlington and Falls Church Ry. Co., Six per cent. 1st mortgage bonds..... Five per cent. 2nd mortgage bonds..... Five per cent. 1st con. mortgage bonds..... | Aqueduct bridge..... | Fairfax and Nauacks, Va. | 23.77 | 61,001 | All. |

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES
AND RECAPITULATION.

| ACCOUNT | Total Cost to June 30, 1912 | Additions During Year | Total Cost to June 30, 1913 |
|---|-----------------------------------|-----------------------------|-----------------------------------|
| ROAD: | | | |
| Engineering and superintendence..... | \$ 9,105 66 | \$ 1,261 55 | \$10,367,000 21 |
| Right of way..... | 2,349 01 | | 2,349 01 |
| Other land used in electric railway operations.. | 7,350 75 | 3,157 50 | 10,508 25 |
| Grading..... | 18,467 12 | 800 98 | 19,268 10 |
| Ballast..... | 3,103 73 | 93 56 | 3,197 29 |
| Ties..... | 18,541 67 | | 18,541 67 |
| Rails, rail fastenings and joints..... | 11,770 49 | 98 95 | 11,869 44 |
| Special work..... | 5,589 97 | | 5,589 97 |
| Paving..... | 5,326 12 | | 5,326 12 |
| Track laying and surfacing..... | 31,005 07 | 11 55 | 31,016 62 |
| Roadway tools..... | 56 84 | | 56 84 |
| Bridges, trestles and culverts..... | 7,940 14 | | 7,940 14 |
| Crossings, fences, cattle guards and signs..... | 1,260 18 | | 1,260 18 |
| Interlocking and other signal apparatus..... | 3,709 98 | | 3,709 98 |
| Telegraph and telephone lines..... | 3,218 82 | 169 06 | 3,387 88 |
| Poles and fixtures..... | 13,614 13 | 1,355 24 | 15,169 37 |
| Transmission system..... | 3,837 82 | 4,215 03 | 8,052 85 |
| Distribution system..... | 16,021 95 | 705 08 | 16,727 03 |
| Power-plant buildings..... | 1,512 50 | | 1,512 50 |
| Substation buildings..... | 742 44 | | 742 44 |
| General office buildings..... | 581 99 | | 581 99 |
| Shops and carhouses..... | 32,594 62 | 65 40 | 32,660 02 |
| Stations, waiting rooms and miscellaneous buildings..... | 5,903 73 | 793 91 | 6,697 64 |
| Power-plant equipment..... | 24,807 97 | | 24,807 97 |
| Substation equipment..... | 1,769 76 | | 1,769 76 |
| Shop equipment..... | 3,029 72 | | 3,029 72 |
| Total..... | \$ 233,412 18 | \$ 12,727 81 | \$ 246,139 99 |
| EQUIPMENT: | | | |
| Cars..... | \$ 25,353 66 | \$ 1,813 65 | \$ 27,167 31 |
| Electric equipment of cars..... | 5,256 73 | | 5,256 73 |
| Total..... | \$ 30,610 39 | \$ 1,813 65 | \$ 32,424 04 |
| GENERAL EXPENDITURES: | | | |
| Law expenses..... | \$ 33 09 | | \$ 33 09 |
| Interest..... | 10,967 38 | | 10,967 38 |
| Miscellaneous..... | 8,702 41 | 10 00 | 8,712 41 |
| Total..... | \$ 19,702 88 | \$ 10 00 | \$ 19,712 88 |
| RECAPITULATION: | | | |
| Road..... | \$ 233,412 18 | \$ 12,727 81 | \$ 246,139 99 |
| Equipment..... | 30,610 39 | 1,813 65 | 32,424 04 |
| General expenditures..... | 19,702 88 | 10 00 | 19,712 88 |
| Total..... | \$ 283,725 45 | \$ 14,551 46 | \$ 298,276 91 |
| Cost of road per mile of line..... | \$ 5,463 76 | \$ 297 94 | \$ 5,761 71 |
| Cost of equipment per mile of line..... | 716 54 | 42 45 | 758 99 |
| General expenditures per mile of line..... | 461 21 | 23 | 461 44 |
| Total per mile of line..... | \$ 6,641 51 | \$ 340 62 | \$ 6,982 14 |

INCOME ACCOUNT.

| | | |
|--|--------------|-----------------|
| Operating revenues..... | | \$ 228,064 86 |
| Operating expenses..... | | 104,305 91 |
| Net operating revenue..... | | \$ 123,758 95 |
| MISCELLANEOUS INCOME: | | |
| Interest on deposits..... | \$ 96 06 | |
| Income from securities owned..... | 2,718 75 | |
| | | 2,814 81 |
| Gross income, less operating expenses..... | | \$ 126,573 76 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes— | | |
| On real and personal property..... | \$ 13,966 52 | |
| On earnings..... | 240 07 | |
| Interest— | | |
| On funded debt..... | 69,298 59 | |
| Total deductions..... | | 83,505 18 |
| Net income..... | | \$ 43,068 58 |
| DISPOSITION OF NET INCOME: | | |
| Dividends, 2 per cent. on \$1,000,000 preferred stock..... | \$ 20,000 00 | |
| Dividends, 1½ per cent. on \$1,378,300 common stock..... | 20,674 50 | |
| | | 40,674 50 |
| Surplus for year..... | | \$ 2,394 08 |
| Surplus at beginning of year..... | | 388,897 05 |
| | | \$ 391,291 13 |
| PROFIT OR LOSS ADJUSTMENTS DURING YEAR: | | |
| Credits: | | |
| Res. for replacement account..... | \$ 3,267 04 | |
| Cancellation preferred stock..... | 1,000,000 00 | |
| Cancellation common stock..... | 1,378,300 00 | |
| | | \$ 2,381,567 04 |
| Debits: | | |
| Reduction securities own..... | \$ 53,190 00 | |
| Legal suspense..... | 4,155 86 | |
| Reserve for damage account..... | 13,684 03 | |
| Supplies and materials..... | 4,402 82 | |
| | | 75,432 71 |
| | | 2,306,134 33 |
| Surplus at close of year..... | | \$ 2,697,425 46 |

RAILWAY FUNDED DEBT OWNED.
Inactive Corporations.

| NAME OF CORPORATION | Name of Security | Total Par Value of Funded Debt Outstanding | PAR VALUE OF FUNDED DEBT OWNED | | Valuation of Funded Debt Owned |
|--|-----------------------|--|--------------------------------|---------|--------------------------------|
| | | | Unpledged | Pledged | |
| 130 Washington, Alexandria and Mt. Vernon Railway Company..... | 1st mort. 5s..... | \$2,500,000 00 | \$ 150,000 00 | ----- | \$ 117,000 00 |
| 48 Washington, Arlington and Falls Church Railway Company..... | 1st mort. 5s..... | 100,000 00 | ----- | ----- | ----- |
| 48 Washington, Arlington and Falls Church Railway Company..... | 2nd mort. 5s..... | 250,000 00 | ----- | ----- | ----- |
| 48 Washington, Arlington and Falls Church Railway Company..... | 1st con. mtg. 5s..... | 650,000 00 | 48,000 00 | ----- | 40,800 00 |
| Total..... | ----- | \$3,500,000 00 | \$ 198,000 00 | ----- | \$ 157,800 00 |

Does the respondent own or control any railway securities, either stock or funded debt, through any intermediary which does not make an annual report to the commission?—No.

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

Other than Railway Stocks.

| NAME | Total Par Value of Securities Owned | DIVIDENDS DECLARED | | Valuation of Securities Owned |
|---|---|--------------------|-----------|-------------------------------------|
| | | Rate | Amount | |
| 475 shares Rosemont Development Co., preferred..... | \$ 23,750 00 | 6 | \$ 712 50 | \$ 23,750 00 |
| 3,199 shares Rosemont Development Co., common..... | 159,950 00 | | | 31,990 00 |
| Total..... | \$ 183,700 00 | | \$ 712 50 | \$ 55,740 00 |

Other than Railway Funded Debt.

| NAME | Total Par Value of Securities Owned | INTEREST ACCRUED | | Valuation of Securities Owned |
|---|---|------------------|-------------|-------------------------------------|
| | | Rate | Amount | |
| 60 Washington, Luna Park Co., 1st mortgage 6 per cent. bonds..... | \$ 30,000 00 | 6 | \$ 750 00 | \$ 15,000 00 |
| 66 New Jersey Gas Co., 1st mortgage 5s | 66,000 00 | 5 | 1,375 00 | 59,400 00 |
| Total..... | \$ 96,000 00 | | \$ 2,125 00 | \$ 74,400 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1912 | ASSETS | JUNE 30 1913 | YEAR ENDING JUNE 30, 1913 | |
|-----------------|--|----------------|---------------------------|-----------------|
| | | | Increase | Decrease |
| Total | | Total | | |
| \$ 5,653,538 85 | Road and equipment to December 30, 1908..... | \$5,653,538 85 | | |
| 233,412 18 | Cost of road..... | 246,139 99 | \$ 12,727 81 | |
| 30,610 39 | Cost of equipment..... | 32,424 04 | 1,813 65 | |
| 19,702 88 | General expenditures..... | 19,712 88 | 10 00 | |
| | OTHER PERMANENT INVESTMENTS | | | |
| 87,730 00 | Stocks owned..... | 55,740 00 | | \$ 31,990 00 |
| 271,400 00 | Funded debt owned..... | 232,200 00 | | 39,200 00 |
| 81,634 83 | Cash and current assets..... | 49,524 57 | | 32,110 26 |
| \$ 6,378,029 13 | Grand total..... | \$6,289,280 33 | | \$ 88,748 80 |
| | LIABILITIES | | | |
| \$ 1,000,000 00 | Capital stock, preferred..... | | | \$ 1,000,000 00 |
| 1,378,300 00 | Capital stock, common..... | | | 1,378,300 00 |
| 3,500,000 00 | Funded debt..... | \$3,500,000 00 | | |
| 22,479 97 | Current liabilities..... | 34,848 90 | \$ 12,368 93 | |
| | ACCRUED LIABILITIES | | | |
| 15,273 16 | Taxes accrued and not yet due..... | 15,272 63 | | |
| 55,325 03 | Interest on funded debt accrued and not yet due..... | 41,733 34 | | 13,592 22 |
| 17,753 92 | Reserves..... | | | 17,753 92 |
| 388,897 05 | Surplus..... | 2,697,425 46 | 2,308,528 41 | |
| \$ 6,378,029 13 | Grand total..... | \$6,289,280 33 | | \$ 88,748 80 |

IMPORTANT CHANGES DURING THE YEAR.

All consolidations or reorganizations effected—Washington-Virginia Railway Company merged with Washington Utilities Company on November 25, 1912.

All new stocks issued—Capital stock cancelled by merger.

All changes in the respondent's holdings of stocks and funded debt—\$20,000 Washington, Alexandria and Mt. Vernon, first mortgage 5 per cent. bonds sold at 90 and interest, decrease of \$18,000.; (par) \$50,000 (100) Washington, Alexandria and Mt. Vernon Railway Company, first mortgage 5 per cent. bonds reduced to (90) \$45,000, decrease of \$5,000.; (par) \$48,000 (100) Washington, Arlington and Falls Church Railway Company, first consolidated mortgage 5 per cent. bonds reduced to \$40,800 (85), decrease \$7,200; \$30,000 Washington, Luna Park, first mortgage 6 per cent. bonds reduced from 80, \$24,000 to 50, \$15,000, decrease of \$9,000.; 3,199 shares Rosemont Development Company reduced from 20, \$63,980 to 10, \$31,990, decrease of \$31,990.

Electric Railways--Statistical Tables.

TABLE No. 1--MILEAGE.

| Number | NAME OF COMPANY | OWNED | | | LEASED | | | OPERATED UNDER TRACKAGE RIGHTS | | | Total Mileage Operated | Number |
|--------|---|-------------|--------------|----------------------|-------------|--------------|----------------------|--------------------------------|--------------|----------------------|------------------------|--------|
| | | First Track | Second Track | Sidings and Turnouts | First Track | Second Track | Sidings and Turnouts | First Track | Second Track | Sidings and Turnouts | | |
| 1 | Appalachian Power Co. | 5.40 | | .04 | | | | | | | 5.44 | 1 |
| 2 | Blue Ridge Light and Power Co. | 5.30 | | .15 | | | | | | | 5.45 | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | 3.28 | | .30 | | | | | | | 3.58 | 3 |
| 4 | Citizens Railway, Light and Power Co. | 4.91 | .47 | .62 | | | | 1.00 | | | 7.00 | 4 |
| 5 | Danville Traction and Power Co. | 5.56 | 1.99 | .48 | | | | | | | 8.03 | 5 |
| 6 | Hampton Roads Traction Co. | | 2.00 | .24 | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | 12.52 | | | | | | | | | 14.76 | 7 |
| 8 | Mill Mountain Incline, Inc. | | .38 | | | | | | | | .76 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 19.81 | 7.31 | 1.96 | 8.19 | 3.36 | 1.70 | 1.00 | | | 43.33 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 4.50 | | .07 | | | | 2.47 | | | 7.04 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | 9.15 | 2.95 | .47 | | | | | | | 12.57 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | 43.69 | 7.55 | 8.74 | | | | 3.02 | 3.01 | | 66.01 | 13 |
| 14 | Radford Water Power Co. | 2.62 | | .01 | | | | | | | 2.63 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 14.72 | .04 | .32 | | | | | | | 15.28 | 15 |
| 16 | Richmond and Henric Ry. Co., The | 7.63 | | 2.56 | | | | 1.23 | .40 | | 9.22 | 16 |
| 17 | Richmond and Rappahannock River Railway Company | 7.49 | | .17 | | | | | | | 7.66 | 17 |
| 18 | Roanoke Railway and Electric Co. | 25.80 | 3.83 | 1.06 | | | | | | | 30.69 | 18 |
| 19 | Tazewell Street Ry. Co. | 1.86 | | .03 | | | | | | | 2.00 | 19 |
| 20 | Virginia Railway and Light Power Co. | 129.68 | 35.53 | 12.33 | 41.19 | 17.32 | 9.04 | .32 | | | 268.01 | 20 |
| 21 | Washington and Old Dominion Ry. | 17.19 | 19.47 | 7.35 | 53.27 | | 7.32 | 1.06 | | | 90.66 | 21 |
| 22 | Washington Utilities Co. | 42.72 | 13.16 | 7.48 | | | | | | | 63.36 | 22 |
| 23 | Washington-Virginia Railway Company | | | | | | | | | | | 23 |
| Total | | 361.32 | 91.68 | 38.68 | 102.65 | 20.88 | 11.06 | 10.10 | 3.41 | | *639.98 | |

64.61 miles first track and .04 miles sidings and turnouts in State of West Virginia.

Included with N. N. & O. P. Ry. and E. Co. as leased line.

Included with Virginia Railway and Light Power Co. as leased line.

4.30 miles first track in District of Columbia.

2.39 miles first track in District of Columbia and 3.25 miles first track on Government reservations.

Changed to Washington Utilities Company November 30, 1912.

Included with Norfolk Southern Railroad Company's steam lines in 1912.

*Of this total mileage, 64.01 was included with Norfolk Southern Railroad and Old Dominion Railway was included in report of Southern Railway for 1912.

MILEAGE OWNED AND LEASED.

Increase over 1912--First track.

Second track.

Sidings and turnouts.

96.61

107.14

49.74

TOTAL MILEAGE, SINGLE TRACK OPERATED.

474.27 miles, an increase of 100.68 miles.

TOTAL MILEAGE, SINGLE TRACK OPERATED. 474.27 miles, an increase of 100.68 miles. 40.59 miles of Washington and Old Dominion Railway was included in report of Southern Railway for 1912.

TABLE No. 2—NEW LINE CONSTRUCTED DURING YEAR.

| ON | NAME OF COMPANY | First Track | Second Track | Sidings and Turnouts | TOTAL | ON |
|----|---|-------------|--------------|----------------------|-------|----|
| 1 | Appalachian Power Co. | ----- | ----- | ----- | ----- | 1 |
| 2 | Blue Ridge Light and Power Co. | ----- | ----- | ----- | ----- | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | .13 | ----- | ----- | .13 | 3 |
| 4 | Citizens Railway, Light and Power Co. | ----- | ----- | ----- | ----- | 4 |
| 5 | Danville Traction and Power Co. | ----- | ----- | .16 | .16 | 5 |
| 6 | Hampton Roads Traction Co. | ----- | ----- | ----- | ----- | 6 |
| 7 | Lynchburg Traction and Light Co. | ----- | ----- | ----- | ----- | 7 |
| 8 | Mill Mountain Incline, Inc. | ----- | ----- | ----- | ----- | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | ----- | ----- | ----- | ----- | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | ----- | ----- | ----- | ----- | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | ----- | ----- | ----- | ----- | 11 |
| 12 | Norfolk Railway and Light Co. | ----- | ----- | .42 | ----- | 12 |
| 13 | Norfolk Southern R. R. Co. | 1.94 | ----- | ----- | 2.36 | 13 |
| 14 | Radford Water Power Co. | ----- | ----- | ----- | ----- | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | ----- | ----- | ----- | ----- | 15 |
| 16 | Richmond and Henrico Ry. Co., The | ----- | ----- | ----- | ----- | 16 |
| 17 | Roanoke Railway and Electric Co. | .39 | ----- | .27 | .66 | 17 |
| 18 | Tazewell Street Ry. Co. | ----- | ----- | ----- | ----- | 18 |
| 19 | Virginia Railway and Power Co. | ----- | ----- | ----- | ----- | 19 |
| 20 | Washington and Old Dominion Ry. | ----- | 2.50 | ----- | 2.50 | 20 |
| 21 | Washington Utilities Co. | ----- | ----- | ----- | ----- | 21 |
| | Total..... | 2.46 | 2.50 | .85 | 5.81 | |

Increase over 1912—Sidings and turnouts .78 miles.

Decreases from 1912—First track..... 3.22 miles
 Second track..... .04 miles
 Total mileage operated..... 2.80 miles

TABLE No. 3—EQUIPMENT.

| Number | NAME OF COMPANY | WITH ELECTRICAL EQUIPMENT | | | | | | | | | | | WITHOUT ELECTRICAL EQUIPMENT | | | | | | | | | | | TOTAL | | | | |
|--------|---|---------------------------|---------------------|----------------------------|--------------|-----------|--------------|--------------|------------------|-----------|------------|----------|------------------------------|-----------------------|---------------------|----------------------------|--------------|-----------|--------------|--------------|------------------|-----------|------------|----------|---------------|----------------------------|------------------------------|-----|
| | | Closed Passenger Cars | Open Passenger Cars | Combination Passenger Cars | Freight Cars | Mail Cars | Express Cars | Baggage Cars | Combination Cars | Work Cars | Snow Plows | Sweepers | Miscellaneous | Closed Passenger Cars | Open Passenger Cars | Combination Passenger Cars | Freight Cars | Mail Cars | Express Cars | Baggage Cars | Combination Cars | Work Cars | Snow Plows | Sweepers | Miscellaneous | With Electrical Equip-ment | Without Electrical Equipment | |
| 1 | Appalachian Power Co. | | | 7 | | | | | | | | | | | | | | | | | | | | | | 7 | 2 | |
| 2 | Blue Ridge Light and Power Co. | 4 | 3 | | | | | | | | | | | | | | | | | | | | | | | 7 | 2 | |
| 3 | Charlotteville and Albemarle Ry. Co. | 5 | 8 | | | | | | | | | | | | | | | | | | | | | | | 13 | 1 | |
| 4 | Citizens Railway, Light and Power Co. | 7 | 1 | | | | | | | | | | | | | | | | | | | | | | | 8 | 3 | |
| 5 | Danville Traction and Power Co. | 5 | 11 | | | | | | | | | | | | | | | | | | | | | | | 16 | 17 | |
| 6 | Hampton Roads Traction Co. | | | 4 | | | | | | | | | | | | | | | | | | | | | | 4 | | |
| 7 | Lynchburg Traction and Light Co. | 4 | 7 | 28 | | | | | | | | | | | | | | | | | | | | | | 41 | | |
| 8 | Mill Mountain Incline, Inc. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | Newport News and Old Point Ry. and Electric Co. | 1 | 13 | 15 | 12 | | | | | | | | | | | | | | | | | | | | | 42 | 50 | |
| 10 | Norfolk City and Suburban Ry. Co. | 2 | | | | | | | | | | | | | | | | | | | | | | | | 2 | 1 | |
| 11 | Norfolk and Ocean View Ry. Co. | 8 | 3 | | | | | | | | | | | | | | | | | | | | | | | 11 | 1 | |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | Norfolk Southern R. R. Co. | 18 | | | | | | | | | | | | | | | | | | | | | | | | 23 | 22 | |
| 14 | Radford Water Power Co. | 1 | 2 | | | | | | | | | | | | | | | | | | | | | | | 4 | 4 | |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 2 | | | | | | | | | | | | | | | | | | | | | | | | 4 | 10 | |
| 16 | Richmond and Henrico Ry. Co., The | 16 | 5 | | | | | | | | | | | | | | | | | | | | | | | 17 | 5 | |
| 17 | Richmond and Rappahannock River Ry. Co. | 5 | | | | | | | | | | | | | | | | | | | | | | | | 41 | 5 | |
| 18 | Roanoke Railway and Electric Co. | 28 | 9 | | | | | | | | | | | | | | | | | | | | | | | 41 | 5 | |
| 19 | Tazewell Street Ry. Co. | 2 | | | | | | | | | | | | | | | | | | | | | | | | 2 | 1 | |
| 20 | Virginia Railway and Power Co. | 265 | 75 | 37 | 5 | | | | | | | | | | | | | | | | | | | | | 408 | 119 | |
| 21 | Washington and Old Dominion Ry. | 18 | 37 | 5 | | | | | | | | | | | | | | | | | | | | | | 25 | 18 | |
| 22 | Washington Utilities Co. | 3 | | | | | | | | | | | | | | | | | | | | | | | | 48 | 30 | |
| | Total..... | 428 | 137 | 93 | 20 | | 3 | 2 | 5 | 17 | 7 | 16 | 77 | 120 | 68 | 1 | 23 | 5 | 408 | 119 | 20 | 25 | 18 | 21 | 48 | 30 | 22 | 296 |

included with Virginia Railway and Power Company.

Total number of cars of all kinds, 1,024, an increase over 1912 of 97 cars.

TABLE No. 4—CAPITAL STOCK.

| Number | NAME OF COMPANY | NUMBER OF SHARES AUTHORIZED | | Par Value | TOTAL PAR VALUE AUTHORIZED | | TOTAL PAR VALUE OUTSTANDING | | Number |
|--------|---|-----------------------------------|------------|-----------|-------------------------------|------------------|--------------------------------|------------------|--------|
| | | Common | Pre-ferred | | Common | Preferred | Common | Preferred | |
| 1 | Appalachian Power Co. | 100,000 | 150,000 | \$100 | \$ 10,000,000 00 | \$ 15,000,000 00 | \$ 6,000,000 00 | \$ 2,180,000 00 | 1 |
| 2 | Blue Ridge Light and Power Co. | 500 | 100 | 100 | 25,000 00 | — | 25,000 00 | — | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | 4,000 | 25 | 25 | 100,000 00 | — | 68,350 00 | — | 3 |
| 4 | Citizens Railway, Light and Power Co. | 5,000 | 100 | 100 | 500,000 00 | — | 200,000 00 | — | 4 |
| 5 | Danville Traction and Power Co. | 3,000 | 2,000 | 100 | 300,000 00 | 200,000 00 | 200,000 00 | — | 5 |
| 6 | Hampton Roads Traction Co. | 5,000 | 100 | 100 | 500,000 00 | — | 500,000 00 | — | 6 |
| 7 | Lynchburg Traction and Light Co. | 20,000 | 100 | 50 | 1,000,000 00 | — | 750,000 00 | — | 7 |
| 8 | Mill Mountain Incline, Inc. | 500 | 10 | 10 | 5,000 00 | — | 5,000 00 | — | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 12,750 | 7,250 | 100 | 1,275,000 00 | 725,000 00 | 1,075,000 00 | 725,000 00 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 500 | 100 | 100 | 50,000 00 | — | 50,000 00 | — | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | 5,000 | 100 | 100 | 500,000 00 | — | 100,000 00 | — | 11 |
| 12 | Norfolk Railway and Light Co. | 200,000 | 25 | 25 | 5,000,000 00 | — | 1,650,000 00 | — | 12 |
| 13 | Norfolk Southern R. R. Co. | 500 | 100 | 100 | 50,000 00 | — | 50,000 00 | — | 13 |
| 14 | Radford Water Power Co. | 500 | 100 | 100 | 50,000 00 | — | 50,000 00 | — | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 250 | 100 | 100 | 25,000 00 | — | 2,500 00 | — | 15 |
| 16 | Richmond and Henric Ry. Co., The | 12,500 | 100 | 100 | 1,250,000 00 | — | 1,250,000 00 | — | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | 2,000 | 3,000 | 100 | 200,000 00 | 300,000 00 | 200,000 00 | 190,000 00 | 17 |
| 18 | Roanoke Railway and Electric Co. | 5,000 | 100 | 100 | 500,000 00 | — | 500,000 00 | — | 18 |
| 19 | Tazewell Street Ry. Co. | 400 | 100 | 100 | 40,000 00 | — | 29,550 00 | — | 19 |
| 20 | Virginia Railway and Power Co. | 120,000 | 80,000 | 100 | 12,000,000 00 | 8,000,000 00 | 12,000,000 00 | 7,700,000 00 | 20 |
| 21 | Washington and Old Dominion Ry. | 20,000 | 100 | 100 | 2,000,000 00 | — | 1,500,000 00 | — | 21 |
| 22 | Washington Utilities Co. | 500,000 | 100 | 100 | 50,000,000 00 | — | 5,635,200 00 | — | 22 |
| Total. | | 998,650 | 242,250 | — | \$ 85,320,000 00 | \$ 24,225,000 00 | \$ 31,795,900 00 | \$ 10,995,000 00 | |

a Included in steam report of Norfolk Southern Railroad Company.

Increase over 1912:

Common stock outstanding.....\$4,460,900 00 or 16.31 per cent
 Amount of dividends.....99,965 50 or 11.15 per cent.

Decrease from 1912:

Preferred stock outstanding.....\$8,100 00 or .07 per cent.
 Average rate of interest......06 per cent.

TABLE NO. 4—CAPITAL STOCK—CONTINUED.

| Number | NAME OF COMPANY | TOTAL PAR VALUE HELD BY RESPONDENT | | | | TOTAL PAR VALUE NOT HELD BY RESPONDENT | | DIVIDENDS DECLARED DURING YEAR | | Number |
|--------|---|------------------------------------|-----------|---------------------------|-----------|--|-----------------|--------------------------------|--------------|--------|
| | | In Treasury | | In Sinking or Other Funds | Common | Preferred | Rate | Amount | | |
| | | | | | | | | | Common |  | Preferred |
| | | Common | Preferred | Common | Preferred | Common | Preferred | Rate |  |  |  | Amount |
| 1 | Appalachian Power Co. | | | | | \$ 6,000,000 00 | \$ 2,180,000 00 | | | 1 |
| 2 | Blue Ridge Light and Power Co. | | | | | 31,000 00 | | | | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | | | | | 69,350 00 | | | | 3 |
| 4 | Citizens Railway, Light and Power Co. | | | | | 200,000 00 | | | | 4 |
| 5 | Danville Traction, Light and Power Co. | | | | | 200,000 00 | 200,000 00 | 7.00 | \$ 14,000 00 | 5 |
| 6 | Hampton Roads Traction Co. | | | | | 500,000 00 | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | | | | | 750,000 00 | | | | 7 |
| 8 | Mill Mountain Industries, Inc. | | | | | 5,000 00 | | 9.30 | 70,000 00 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | | | | | 1,075,000 00 | 725,000 00 | | | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | | | | | 100,000 00 | | | | 10 |
| 11 | Norfolk Ocean View Ry. Co. | | | | | 100,000 00 | | 6.00 | 99,000 00 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | 1,650,000 00 | | | | 12 |
| 13 | Norfolk Southern R. Co. | | | | | | | | | 13 |
| 14 | Ridford Water Power Co. | | | | | 50,000 00 | | | | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | | | | | 2,500 00 | | | | 15 |
| 16 | Richmond and York River Ry. Co. | | | | | 1,250,000 00 | | | | 16 |
| 17 | Richmond and Rapahannock River Ry. Co. | | | | | 200,000 00 | 190,000 00 | | | 17 |
| 18 | Roanoke Railway and Electric Co. | | | | | 500,000 00 | | 6.12 | 30,600 00 | 18 |
| 19 | Tazewell Street Ry. Co. | | | | | 29,550 00 | | 6.00 | 3,546 00 | 19 |
| 20 | Virginia Railway and Power Co. | \$49,500 00 | \$ 600 00 | | | 11,950,500 00 | 7,699,400 00 | 3.48 | 683,709 00 | 20 |
| 21 | Washington and Old Dominion Ry. | | | | | 1,500,000 00 | | | | 21 |
| 22 | Washington Utilities Co. | | | | | 5,639,200 00 | | 1.75 | 95,198 50 | 22 |
| | Total..... | \$49,500 00 | \$ 600 00 | | | \$31,746,100 00 | \$10,994,400 00 | 3.50 | \$996,053 50 | |

TABLE No. 5—FUNDED DEBT.

| Number | NAME OF COMPANY | Total Par Value Authorized | Total Par Value Outstanding | TOTAL PAR VALUE HELD BY RESPONDENT | | Total Par Value Not Held by Respondent | Number |
|------------|---|----------------------------|-----------------------------|------------------------------------|---------------------------|--|--------|
| | | | | In Treasury | In Sinking or Other Funds | | |
| 1 | Appalachian Power Co. | \$ 26,000,000 00 | \$ 6,500,000 00 | ----- | ----- | \$ 6,500,000 00 | 1 |
| 2 | Blue Ridge Light and Power Co. | 24,580 00 | 24,580 00 | ----- | ----- | 24,580 00 | 2 |
| 3 | Charlotteville and Albemarle Ry. Co. | 200,000 00 | 192,600 00 | ----- | ----- | 192,600 00 | 3 |
| 4 | Chattahoochee Railway, Light and Power Co. | 900,000 00 | 876,000 00 | ----- | ----- | 876,000 00 | 4 |
| 5 | Danville Traction and Light Co. | 400,000 00 | 400,000 00 | ----- | ----- | 400,000 00 | 5 |
| 6 | Hampton Roads Traction Co. | 700,000 00 | 700,000 00 | ----- | ----- | 700,000 00 | 6 |
| 7 | Hampton Traction and Light Co. | 3,500,000 00 | 1,736,000 00 | ----- | ----- | 1,736,000 00 | 7 |
| 8 | Mill Mount Incline, Inc. | 40,000 00 | 40,000 00 | ----- | ----- | 40,000 00 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 4,900,000 00 | 2,356,000 00 | ----- | ----- | 2,356,000 00 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 50,000 00 | 50,000 00 | ----- | ----- | 50,000 00 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | 1,500,000 00 | 1,000,000 00 | ----- | ----- | 1,000,000 00 | 11 |
| 12 | Norfolk Railway and Light Co. | 4,000,000 00 | 4,000,000 00 | ----- | \$ 191,000 00 | 3,809,000 00 | 12 |
| 13 | Norfolk Southern R. R. Co. | ----- | ----- | ----- | ----- | ----- | 13 |
| 14 | Norfolk Water Power Co. | 100,000 00 | 100,000 00 | ----- | ----- | 100,000 00 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 1,000,000 00 | 1,000,000 00 | ----- | ----- | 1,000,000 00 | 15 |
| 16 | Richmond and Henrico Ry. Co. | 2,500,000 00 | 1,250,000 00 | ----- | ----- | 1,250,000 00 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | ----- | ----- | ----- | ----- | ----- | 17 |
| 18 | Ronoke Railway and Electric Co. | 1,050,000 00 | 713,000 00 | ----- | ----- | 713,000 00 | 18 |
| 19 | Taswell Street Ry. Co. | ----- | ----- | ----- | ----- | ----- | 19 |
| 20 | Virginia Railway and Power Co. | 25,536,000 00 | 18,564,000 00 | \$ 977,374 00 | 61,000 00 | 17,486,626 00 | 20 |
| 21 | Washington and Old Dominion Ry. | 2,500,000 00 | 1,750,000 00 | ----- | ----- | 1,250,000 00 | 21 |
| 22 | Washington-Virginia Ry. Co. | 3,850,000 00 | 3,500,000 00 | 178,000 00 | ----- | 3,322,000 00 | 22 |
| Total..... | | \$ 78,850,580 00 | \$ 44,752,180 00 | \$1,655,374 00 | \$ 232,000 00 | \$ 39,492,806 00 | |

Included in steam report of Norfolk Southern Railroad Company.

†Has no funded debt.

*Paid by Virginia Railway and Power Company.

Increases over 1911:

| | |
|---------------------------------|----------------------------------|
| Amount authorized..... | \$1,124,580 00 or 1.43 per cent. |
| Amount outstanding..... | 2,045,580 00 or 4.79 per cent. |
| Amount of interest accrued..... | 180,533 96 or 9.03 per cent. |
| Amount of interest paid..... | 38,900 67 or 2.06 per cent. |

TABLE No. 5—FUNDED DEBT—CONTINUED.

| Number | NAME OF COMPANY | INTEREST | | | Number |
|--------|---|----------|-------------------------------|----------------------------|--------|
| | | Rate | Amount Accrued During Year | Amount Paid During Year | |
| 1 | Appalachian Power Co. | 5.08 | \$ 327,000 00 | \$ 327,000 00 | 1 |
| 2 | Blue Ridge Light and Power Co. | 5.00 | 274 90 | 274 90 | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | 5.00 | 8,796 67 | 7,445 33 | 3 |
| 4 | Citizens Railway, Light and Power Co. | 5.08 | 44,560 00 | 44,560 00 | 4 |
| 5 | Danville Traction and Power Co. | 5.00 | 20,000 00 | 20,000 00 | 5 |
| 6 | Hampden Roads Traction Co. | 4.80 | 31,500 00 | 31,500 00 | 6 |
| 7 | Lynchburg Traction and Light Co. | 5.00 | 87,170 73 | 87,188 33 | 7 |
| 8 | Mill Mountain Traction Co. | 5.00 | 2,400 00 | 17,900 00 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 5.00 | 117,800 00 | 117,800 00 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 5.00 | 2,500 00 | | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | 5.00 | 50,000 00 | | 11 |
| 12 | Norfolk Railway and Light Co. | 5.00 | | | 12 |
| 13 | Norfolk Southern R. R. Co. | | | | 13 |
| 14 | Radford Water Power Co. | 6.00 | 6,000 00 | 6,000 00 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 5.00 | 50,000 00 | | 15 |
| 16 | Richmond and Henrico Ry. Co. | 5.00 | 62,500 00 | | 16 |
| 17 | Richmond and Rapidannock River Ry. Co. | | | | 17 |
| 18 | Roanoke Railway and Electric Co. | 5.00 | 35,879 17 | 36,012 49 | 18 |
| 19 | Taswell Street Ry. Co. | | | | 19 |
| 20 | Virginia Railway and Power Co. | 5.00 | 1,046,480 48 | 1,062,275 00 | 20 |
| 21 | Washington Old Dominion Ry. | 5.00 | 109,375 00 | | 21 |
| 22 | Washington-Virginia Ry. Co. | 5.00 | 166,933 31 | 169,600 00 | 22 |
| Total | | 5.00 | \$ 2,179,170 26 | \$ 1,930,526 25 | |

TABLE No. 6—INCOME ACCOUNT.

| Number | NAME OF COMPANY | Net Income From Rail Operations | Net Deficit From Rail Operations | Net Income or Deficit From Other Sources | Total Net Income | Total Net Deficit | Deductions From Income | Net Income | Net Deficit | Number |
|--------|---|--|---|--|------------------------|-------------------------|------------------------------|-----------------------|---------------------|--------|
| 1 | Appalachian Power Co. | \$ 38,149 72 | | \$ 124,337 93 | \$ 162,487 65 | | \$ 229,873 47 | | \$ 67,385 82 | 1 |
| 2 | Blue Ridge Light and Power Co. | 3,992 20 | | | 3,992 20 | | 679 19 | \$ 3,313 01 | | 2 |
| 3 | Charlotteville and Albemarle Ry. Co. | 8,178 04 | | 9,425 93 | 17,603 97 | | 13,033 13 | 4,568 84 | | 3 |
| 4 | Citizens Railway, Light and Power Co. | 4,613 27 | | 96,852 60 | 101,465 87 | | 56,760 63 | 44,705 24 | | 4 |
| 5 | Danville Traction and Power Co. | 63,475 61 | | 64,127 72 | 127,603 33 | | 25,072 31 | 39,055 41 | | 5 |
| 6 | Hampton Roads Traction Co. | | | 14,876 15 | 14,876 15 | | 33,585 11 | | 18,708 96 | 6 |
| 7 | Lynchburg Traction and Light Co. | 91,473 90 | | 119,945 56 | 211,419 46 | | 132,436 87 | 78,983 59 | | 7 |
| 8 | Mill Mountain Incline, Inc. | 2,196 23 | | | 2,196 23 | | 2,918 48 | | 722 25 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 129,686 99 | \$ 3,021 14 | 51,611 69 | 181,298 68 | \$ 3,021 14 | 160,221 22 | 21,077 46 | | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 16,563 17 | | | 16,563 17 | | 3,255 89 | | 6,307 03 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | | | | | | 54,662 68 | | 38,099 51 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | 32,445 19 | | | 32,445 19 | | 9,504 24 | 22,940 95 | | 13 |
| 14 | Radford Water Power Co. | 6,386 06 | | 7,305 33 | 13,691 39 | | 11,994 87 | 1,696 52 | | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 13,616 82 | | | 13,616 82 | | 65,447 98 | | 51,831 16 | 15 |
| 16 | Richmond and Henrico Ry. Co. | 8,061 17 | 3,469 75 | 10,651 56 | 7,151 81 | | 89,252 35 | | 82,070 54 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | 122,130 62 | | 127,445 86 | 249,575 88 | | 3,429 06 | 5,013 02 | | 17 |
| 18 | Richmond and Tidewater Ry. Co. | 3,675 94 | | 1,726 79 | 5,402 73 | | 218,637 80 | 30,633 06 | | 18 |
| 19 | Tazewell Railway and Electric Co. | 1,289,563 13 | | 1,171,049 16 | 2,460,612 29 | | 1,504,838 25 | 955,774 04 | | 19 |
| 20 | Virginia Railway and Power Co. | 123,738 90 | | 2,814 81 | 126,553 71 | | 176,576 18 | 3,170 96 | | 20 |
| 21 | Washington and Old Dominion Ry. | 165,820 76 | | 106,678 91 | 272,499 67 | | 83,563 18 | 43,068 58 | | 21 |
| 22 | Washington-Virginia Ry. Co. | | | | | | 207,191 11 | | 107,403 60 | 22 |
| 23 | Washington Utilities Co. | | | | | | | 63,308 56 | | 23 |
| | Total | \$2,192,662 45 | \$ 6,490 89 | \$1,848,455 90 | \$4,037,648 60 | \$ 3,021 14 | \$3,082,842 07 | \$1,394,314 26 | \$572,928 87 | |

*The figures are estimates made by new owners of the property.

†Included with Virginia Railway and Power Company.

‡For period July 1, 1912, to November 30, 1912; on the latter date, name changed to Washington Utilities Company.

§For period December 1, 1912, to June 30, 1913.

Rebuilt of income amount for the year is \$951,785.39 in favor of "Net Surplus," being an increase of \$57,674.08, or 6.45 per cent.

Net income from rail operation shows increase over 1912 of \$300,369.78, or 13.91 per cent.

Net income from other sources shows an increase over 1912 of \$293,051.54, or 18.49 per cent.

TABLE No. 7—OPERATING REVENUES.

| NAME OF COMPANY | | REVENUE FROM TRANSPORTATION | | | | | | | Total Transportation Revenue | Number |
|-----------------|---|-----------------------------|---------------------------|------------|-------------|-------------|--------------|---------------|------------------------------|--------|
| Number | | Passenger | Parlor, Chair and Baggage | Mail | Express | Milk | Freight | Miscellaneous | | |
| 1 | Appalachian Power Co. | \$ 63,077 70 | \$ 174 50 | | | | \$ 3,449 50 | \$ 139 99 | \$ 66,841 69 | 1 |
| 2 | Blue Ridge Light and Power Co. | 12,181 95 | | | | | | | 12,181 95 | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | 38,638 71 | 13 25 | | | | | | 38,671 96 | 3 |
| 4 | Citizens Railway, Light and Power Co. | 27,069 88 | | | | | | | 27,069 88 | 4 |
| 5 | Danville Traction and Power Co. | 127,461 50 | 95 03 | \$ 137 54 | | | | 286 50 | 127,960 54 | 5 |
| 6 | Hampton Roads Traction Co. | | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | 295,094 51 | 339 60 | 250 00 | | | | | 295,734 11 | 7 |
| 8 | Mill Mountain Traction, Inc. | 5,005 62 | | | | | | | 5,005 62 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 266,337 29 | 2,290 78 | | | | 20,339 45 | | 288,967 52 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 6,483 20 | | | | | | | 6,483 20 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | 65,291 38 | 54 00 | | | | | | 65,345 38 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | 152,788 77 | 6,252 56 | 810 64 | \$ 224 32 | \$ 449 70 | 94,037 37 | 4,827 49 | 259,390 85 | 13 |
| 14 | Radford Water Power Co. | 10,253 00 | | | | | | | 10,253 00 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 58,989 54 | | | 186 00 | | | | 59,125 54 | 15 |
| 16 | Richmond and Henrico Ry. Co., The | 100,394 97 | | | | | | 9,449 57 | 102,844 54 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | 36,782 90 | | | | | 2,343 51 | 30 00 | 39,156 41 | 17 |
| 18 | Roanoke Railway and Electric Co. | 300,529 64 | 345 00 | | | | 3,728 10 | 246 97 | 304,849 71 | 18 |
| 19 | Seawall Street Ry. Co. | 9,076 80 | | | 100 00 | | | 225 00 | 9,400 80 | 19 |
| 20 | Virginia Railway and Power Co. | 2,801,186 32 | 3,337 50 | 1,491 96 | | 13 65 | 25,472 42 | 2,679 55 | 2,834,181 40 | 20 |
| 21 | Washington and Old Dominion Ry. | 244,638 04 | 1,387 41 | 5,402 03 | 16,211 87 | 12,868 65 | 141,824 66 | 8 32 | 422,341 03 | 21 |
| 22 | Washington Utilities Co. | 282,834 82 | 832 05 | 756 24 | | 7,146 51 | 10,814 67 | | 302,384 29 | 22 |
| 23 | Washington-Virginia Ry. Co. | 207,576 26 | 666 22 | 539 70 | | 4,712 37 | 9,197 39 | | 222,691 94 | 23 |
| Total..... | | \$5,031,632 70 | \$15,837 87 | \$9,388 16 | \$16,722 19 | \$25,190 88 | \$311,207 07 | \$17,893 39 | \$5,447,872 26 | |

a Included with Newport News and Old Point Railway and Electric Company.

b Included with Virginia Railway and Power Company.

c For period December, 1912, to June 30, 1913.

d For period July 1, 1912, to November 30, 1912. On November 30, 1912, name changed to Washington Utilities Company.

TABLE No. 7—OPERATING REVENUES—CONTINUED.

| Number | NAME OF COMPANY | REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION | | | | | | Total Operating Revenues | Earnings Per Mile | Number |
|--------|---|---|-------------------------------|--------------------|---------------------------------------|-------------|---------------|--------------------------|-------------------|--------|
| | | Station and Car Privileges | Rents of Tracks and Terminals | Rents of Equipment | Rents of Buildings and Other Property | Power | Miscellaneous | | | |
| 1 | Appalachian Power Co. | \$ 137 50 | | | | | | \$ 66,841 69 | \$ 12,390 91 | 1 |
| 2 | Blue Rides Light and Power Co. | 176 99 | | | | | | 12,319 45 | 2,324 42 | 2 |
| 3 | Charlotteville and Albemarle Ry. Co. | 200 01 | | | \$ 45 00 | | | 38,893 95 | 11,957 91 | 3 |
| 4 | Citizens Railway, Light and Power Co. | 310 00 | \$2,000 02 | | 105 00 | | | 29,314 91 | 5,970 45 | 4 |
| 5 | Danville Traction and Power Co. | | | | | \$ 48 23 | \$ 14 85 | 128,353 62 | 23,065 18 | 5 |
| 6 | Hampton Roads Traction Co. | | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | 749 03 | | \$388 86 | | | | 237,372 00 | 18,959 42 | 7 |
| 8 | Mill Mountain Incline, Inc. | | | | | | | 5,005 62 | 13,172 68 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 750 00 | | | 4,712 50 | 27,170 79 | 5,038 87 | 326,639 68 | 11,263 43 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 41 83 | | | | | | 6,525 03 | 936 16 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | 250 08 | | | 750 00 | | | 66,345 46 | 7,250 87 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | 520 43 | 6,323 42 | | 62 00 | 2,597 10 | 5,016 21 | 273,910 01 | 5,864 06 | 13 |
| 14 | Radford Water Power Co. | 87 41 | | | | | | 10,283 90 | 3,925 15 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 703 39 | | | 1,255 80 | 251 34 | 900 02 | 61,629 11 | 4,186 76 | 15 |
| 16 | Richmond and Henric Ry. Co., The | 100 00 | | | 120 00 | | | 110,547 93 | 27,096 18 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | 819 99 | | | | | | 39,376 41 | 5,257 19 | 17 |
| 18 | Rozelle Railway and Electric Co. | 60 00 | 428 28 | | | | | 306,098 98 | 12,003 88 | 18 |
| 19 | Tazewell Street Ry. Co. | | | | Cr. 545 40 | | | 9,460 80 | 4,802 44 | 19 |
| 20 | Virginia Railway and Power Co. | 8,338 47 | 13,717 34 | | 1,022 15 | | 901 98 | 2,856,593 79 | 16,062 90 | 20 |
| 21 | Washington and Old Dominion Ry. | 1,332 96 | 1,048 65 | | 203 02 | | | 425,047 81 | 5,955 64 | 21 |
| 22 | Washington Utilities Co. | 1,246 67 | | | 1,712 00 | 259 95 | 1,521 27 | 307,154 18 | 7,189 93 | 22 |
| 23 | Washington-Virginia Ry. Co. | 3,065 83 | | | 1,265 00 | 80 87 | 981 22 | 228,064 86 | 5,338 59 | 23 |
| | Total. | \$ 18,890 59 | \$23,518 71 | \$388 86 | \$9,481 90 | \$32,005 83 | \$ 14,566 44 | \$5,546,679 19 | \$ 11,095 19 | |

Increases over 1912:

Passenger.....\$613,331 57 or 13.92 per cent.
 Parlor, chair, special, etc., revenue.....8,363 77 or 12.47 per cent.
 Mail, express, milk and miscellaneous revenue.....48,811 80 or 239.47 per cent.
 Freight revenue.....233,387 81 or 298.10 per cent.
 Revenue from operation other than transportation.....87,296 28 or 138.02 per cent.
 Total revenue.....960,211 23 or 20.93 per cent.

Decrease from 1912:

Revenue per mile.....\$581 55 or 4.98 per cent.

TABLE No. 8--OPERATING EXPENSES--MAINTAINANCE OF WAY AND STRUCTURES.

| Number | NAME OF COMPANY | Superinten- | Ballast | Ties | Rails | Rail Fasten- ings and Joints | Special Work | Roadway and Track | Paving | Number |
|--------|---|--------------|-------------|--------------|--------------|------------------------------------|--------------|----------------------|--------------|--------|
| 1 | Appalachian Power Co. | | | | | | | \$ 938 40 | | 1 |
| 2 | Blue Ridge Light and Power Co. | | | | | | | 489 48 | | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | \$ 785 00 | | | | | | 1,569 53 | | 3 |
| 4 | Citizens Railway, Light and Power Co. | 130 81 | | | | | | | \$ 111 59 | 4 |
| 5 | Danville Traction and Power Co. | 544 52 | | | | | | 8,912 90 | | 5 |
| 6 | Hampton Roads Traction Co. | | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | 1,661 51 | | | | | | 7,200 73 | 761 19 | 7 |
| 8 | Mill Mountain Incline, Inc. | | | | | | | 250 95 | | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 1,187 23 | | \$ 439 48 | \$ Cr. 25 00 | \$ 268 58 | \$ 1,424 56 | 9,294 89 | 378 75 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | | | | | | | 1,752 30 | | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | 805 13 | | | | | | 10,571 85 | | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | 5,348 07 | | 11,747 60 | | 1,660 3c | 751 20 | 10,704 90 | 291 25 | 13 |
| 14 | Radford Water Power Co. | | | | | | | 100 84 | | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 1,456 10 | | | | | | 7,962 89 | | 15 |
| 16 | Richmond and Henrico Ry. Co., The | 89 42 | | | | | 77 85 | 2,120 35 | 487 89 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | 438 85 | | | | | | 1,511 37 | | 17 |
| 18 | Roanoke Railway and Electric Co. | 1,583 16 | | | | | | 14,739 54 | | 18 |
| 19 | Tazewell Street Ry. Co. | | | | | | | 639 45 | | 19 |
| 20 | Virginia Railway and Power Co. | 26,057 88 | \$ 2,101 51 | 14,738 62 | 715 73 | 4,709 65 | 28,835 83 | 57,005 89 | 22,198 16 | 20 |
| 21 | Washington and Old Dominion Ry. | 8,405 07 | | | | | | 12,364 24 | | 21 |
| 22 | Washington Utilities Co. | 137 84 | | | | | | 1,455 86 | | 22 |
| 23 | Washington-Virginia Ry. Co. | | | | | | | 1,752 47 | | 23 |
| | Total | \$ 48,631 49 | \$ 2,101 51 | \$ 26,925 71 | \$ 690 73 | \$ 6,638 59 | \$ 31,089 44 | \$151,318 82 | \$ 24,228 83 | |

REPORT STATE CORPORATION COMMISSION

TABLE No. 8—OPERATING EXPENSES—MAINTAINANCE OF WAY AND STRUCTURES—CONTINUED.

| Number | NAME OF COMPANY | Miscellaneous Roadway and Track Ex- penses | Cleaning and Sanding Track | Removal of Snow, Ice and Sand | Bridges, Tree- ties and Culverts | Crossings, Fences, Cat- tle Guards and Signs | Telephone and Telegraph System | Other Miscel- laneous Way Expenses | Poles and Fixtures | Number |
|--------|---|---|----------------------------------|-------------------------------------|--|---|--------------------------------------|--|-----------------------|--------|
| 1 | Appalachian Power Co. | | | | | | | | | 1 |
| 2 | Blue Ridge Light and Power Co. | | | | | | | | | 2 |
| 3 | Charlotteville and Albemarle Ry. Co. | | | | | | | | | 3 |
| 4 | Citizens Railway, Light and Power Co. | \$ 10 80 | | | \$ 25 60 | | | \$ 2 33 | \$ 80 52 | 4 |
| 5 | Danville Traction and Power Co. | | | | | | | | | 5 |
| 6 | Hampton Roads Traction Co. | | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | | | | | | | | | 7 |
| 8 | Mill Mountain Incline, Inc. | | | | | | | | 791 00 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 453 36 | \$ 1,447 83 | \$ 28 99 | 926 36 | \$ 87 88 | \$ 332 24 | 8 00 | 217 00 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | | | | | | | | | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | | | | | | | | | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | 457 41 | 17 62 | 248 75 | 4,183 84 | 281 77 | 584 51 | 27 90 | 1,376 98 | 13 |
| 14 | Rafford Water Power Co. | | | | | | | | | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | | | | | | | | | 15 |
| 16 | Richmond and Henrico Ry. Co. | 363 92 | 1,419 31 | | 441 15 | | | | 274 33 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | | | | | | | | | 17 |
| 18 | Roanoke Railway and Electric Co. | | | | | | | | | 18 |
| 19 | Tazewell Street Ry. Co. | | | | | | | 2,549 19 | 1,678 42 | 19 |
| 20 | Virginia Railway and Power Co. | 3,417 76 | 23,055 12 | 75 65 | 19,402 54 | 2,336 14 | 1,551 03 | 3,411 47 | 1,538 61 | 20 |
| 21 | Washington and Old Dominion Ry. | 446 84 | 21 75 | | | | | 243 31 | 552 93 | 21 |
| 22 | Washington Utilities Co. | 566 31 | | | | | | | 72 10 | 22 |
| 23 | Washington-Virginia Ry. Co. | | | | | | | 320 20 | 21 66 | 23 |
| | Total..... | \$ 5,715 40 | \$ 25,961 63 | \$ 353 39 | \$ 24,979 49 | \$ 2,705 70 | \$2,467 78 | \$ 6,562 40 | \$ 6,803 55 | |

TABLE No. 8—OPERATING EXPENSES—MAINTENANCE OF WAY AND STRUCTURES—CONTINUED.

| Number | NAME OF COMPANY | Distribution System | Miscellaneous Electric Line Expenses | Buildings and Structures | Depreciation of Way and Structures | Other Operations—Dr. | Other Operations—Cr. | Total Way and Structures | Number |
|--------|---|---------------------|--------------------------------------|--------------------------|------------------------------------|----------------------|----------------------|--------------------------|--------|
| 1 | Appalachian Power Co. | | \$ 486 43 | | | | | \$ 1,424 83 | 1 |
| 2 | Blue Ridge Light and Power Co. | | 2 63 | | | | | 492 11 | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | | 33 98 | \$ 30 68 | | | | 2,419 19 | 3 |
| 4 | Citizens Railway, Light and Power Co. | \$ 1,616 25 | | | | | | 1,986 90 | 4 |
| 5 | Danville Traction and Power Co. | | 632 06 | 794 63 | | | | 10,885 01 | 5 |
| 6 | Hampton Roads Traction Co. | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | 3,068 89 | | 392 84 | \$ 3,000 00 | | | 16,896 15 | 7 |
| 8 | Mill Mountain Incline, Inc. | | | | | | | 230 85 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 3,669 63 | 20 46 | 1,713 37 | 92 | | | 21,874 74 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | | 169 03 | | | | | 1,921 33 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | | 751 72 | | | \$ 38 67 | | 12,167 87 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | 9,599 00 | 5 10 | 2,004 82 | | | | 49,291 08 | 13 |
| 14 | Radford Water Power Co. | | 650 00 | | | | | 760 84 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | | 787 16 | | 152 54 | | | 10,358 69 | 15 |
| 16 | Richmond and Henrico Ry. Co., The | 229 72 | 2,468 55 | 317 52 | | | | 8,290 01 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | | 556 48 | 411 48 | | | | 2,918 18 | 17 |
| 18 | Roanoke Railway and Electric Co. | 3,147 45 | 3 90 | 212 06 | 3,000 00 | | | 26,913 72 | 18 |
| 19 | Tazewell Street Ry. Co. | | | | | | | 639 45 | 19 |
| 20 | Virginia Railway and Power Co. | 32,452 56 | 323 64 | 5,555 88 | | 1,452 30 | | 251,007 77 | 20 |
| 21 | Washington and Old Dominion Ry. | 1,611 36 | 101 76 | 1,133 69 | | | | 24,890 98 | 21 |
| 22 | Washington Utilities Co. | 744 64 | | 538 99 | 954 91 | | | 4,461 55 | 22 |
| 23 | Washington-Virginia Ry. Co. | 567 85 | | 742 93 | 767 29 | | | 4,172 40 | 23 |
| | Total..... | \$ 56,727 35 | \$ 6,994 03 | \$ 13,848 69 | \$ 7,875 66 | \$ 1,562 97 | | \$453,983 25 | |

TABLE NO. 8—OPERATING EXPENSES—CONTINUED—MAINTAINANCE OF EQUIPMENT.

| Number | NAME OF COMPANY | Superinten- dence | Power-Plant Equipment | Substation Equipment | Passenger and Combination Cars | Freight, Ex- press and Mail Cars | Locomotives | Service Cars | Electric Equip- ment of Cars | Number |
|--------|---|----------------------|--------------------------|-------------------------|--------------------------------------|--|-------------|--------------|---------------------------------|--------|
| 1 | Appalachian Power Co. | | | | \$ 1,438 30 | | | | \$ 432 60 | 1 |
| 2 | Blue Ridge Light and Power Co. | | | | 424 44 | | | | 175 26 | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | \$ 785 00 | | | 1,926 24 | | | | 1,577 53 | 3 |
| 4 | Citizens Railway, Light and Power Co. | 148 92 | \$ 82 96 | | 1,442 70 | | | | 1,068 70 | 4 |
| 5 | Danville Traction and Power Co. | 386 67 | 516 24 | | 1,780 65 | | | | 1,506 08 | 5 |
| 6 | Hampton Roads Traction Co. | | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | 669 95 | | | 11,255 95 | | | | 2,437 96 | 7 |
| 8 | Mill Mountain Incline, Inc. | | | | 125 75 | | | | | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 1,731 28 | 7,614 55 | | 10,069 22 | \$193 28 | | \$ 66 20 | 8,029 04 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | | | | 789 47 | | | | 56 50 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | 177 93 | | | 3,111 29 | | | | 2,532 83 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | 12 |
| 13 | Norfolk Southern R. Co. | 1,603 52 | 7,545 83 | \$ 95 27 | 13,916 08 | 500 80 | \$1,135 01 | 58 09 | 6,802 31 | 13 |
| 14 | Radford Water Power Co. | | | | 400 00 | | | | | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 967 11 | | | 1,590 49 | | | | 2,995 96 | 15 |
| 16 | Richmond and Henrico Ry. Co. | 767 50 | 1,180 67 | 56 88 | 3,580 24 | | | 27 28 | 943 23 | 16 |
| 17 | Richmond and Rapidanbrook River Ry. Co. | 232 88 | | | 1,918 11 | | | | 363 19 | 17 |
| 18 | Roanoke Railway and Electric Co. | 812 60 | | | 11,664 42 | | | | 3,697 55 | 18 |
| 19 | Tacoma Street Ry. Co. | | | | 115 38 | | | | 137 56 | 19 |
| 20 | Virginia Railway and Power Co. | 8,067 70 | 3,853 77 | 1,151 45 | 90,056 74 | 290 84 | 3 38 | 2,161 40 | 41,094 20 | 20 |
| 21 | Washington Old Dominion Ry. | 3,583 67 | 249 95 | 249 95 | 1,524 92 | | | | 5,773 08 | 21 |
| 22 | Washington Utilities Co. | 386 76 | 57 02 | 57 02 | 2,324 60 | | | | 2,868 93 | 22 |
| 23 | Washington-Virginia Ry. Co. | 199 18 | 263 50 | 207 00 | 2,053 96 | | | | 3,883 31 | 23 |
| | Total..... | \$ 20,059 07 | \$ 21,066 52 | \$1,818 17 | \$171,378 96 | \$984 92 | \$1,138 30 | \$ 2,312 97 | \$ 85,902 47 | |

TABLE No. 8—OPERATING EXPENSES—MAINTAINANCE OF EQUIPMENT—CONTINUED.

| Number | NAME OF COMPANY | Electric Equip- ment of Loco- motives | Shop and Machin- ery and Tools | Shop Expenses | Horses and Vehicles | Other Miscel. Equipment Expenses | Depreciation of Equipment | Other Opera- tions—Dr. | Other Opera- tions—Cr. | Total Equip- ment | Number |
|--------|---|---|-----------------------------------|---------------|------------------------|--|------------------------------|---------------------------|---------------------------|----------------------|--------|
| 1 | Appalachian Power Co. | | | | | \$ 24 46 | | | | \$ 1,895 36 | 1 |
| 2 | Blue Ridge Light and Power Co. | | | | | | | | | 699 70 | 2 |
| 3 | Chattanooga and Altonville Ry. Co. | | | | | 113 41 | | | | 4,402 18 | 3 |
| 4 | Citizens Railway Light and Power Co. | | | \$ 95 00 | \$ 19 00 | | | | | 2,837 28 | 4 |
| 5 | Danville Traction and Power Co. | | | | | 69 37 | | | \$ 154 28 | 4,104 73 | 5 |
| 6 | Hanover Roads Traction Co. | | | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | | | | | 393 93 | \$1,500 00 | | | 16,257 79 | 7 |
| 8 | Mill Mountain Incline, Inc. | | | | | | | | | 125 75 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | | | | | 47 42 | | | | 24,255 47 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | | \$ 134 56 | 668 67 | 4 85 | 155 52 | | | 4,303 60 | 1,001 49 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | | | | | 5 75 | | \$ 443 80 | | 6,271 60 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | \$250 65 | 97 50 | 141 01 | | 18 74 | | 2,581 23 | | 34,746 04 | 13 |
| 14 | Radford Water Power Co. | | | | | | 170 00 | | | 570 00 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | | | | | 187 43 | | | | 5,740 99 | 15 |
| 16 | Richmond and Henrico Ry. Co., The | | 17 90 | 648 28 | 27 67 | | | | | 7,263 74 | 16 |
| 17 | Riohondo and Rappahannock River Ry. Co. | | | | | 97 05 | 1,997 43 | | | 4,668 15 | 17 |
| 18 | Ronoke Railway and Electric Co. | | | | | 777 37 | 1,500 00 | | | 18,651 84 | 18 |
| 19 | Tazewell Street Ry. Co. | | | | | | | | | 273 24 | 19 |
| 20 | Virginia Railway and Power Co. | | 1,564 73 | 5,802 80 | 1,125 84 | | | 17,330 19 | | 169,299 27 | 20 |
| 21 | Washington and Old Dominion Ry. | | | | | 597 35 | | | | 23,544 74 | 21 |
| 22 | Washington Utilities Co. | | | | | 897 07 | 1,664 37 | | | 8,197 10 | 22 |
| 23 | Washington-Virginia Ry. Co. | | | | | 471 00 | 1,180 95 | | | 8,269 53 | 23 |
| | Total..... | \$250 65 | \$1,814 78 | \$7,355 76 | \$1,177 36 | \$3,555 67 | \$7,082 74 | \$ 20,355 22 | \$4,457 88 | \$342,995 99 | |

TABLE No. 8—OPERATING EXPENSES—CONTINUED—TRAFFIC.

| Number | NAME OF COMPANY | Superintendence and Solicitation | Advertising | Miscellaneous Traffic Expenses | TOTAL | Number |
|--------|---|--|--------------|-----------------------------------|--------------|--------|
| 1 | Appalachian Power Co. | | | \$ 322 65 | \$ 322 65 | 1 |
| 2 | Blue Ridge Light and Power Co. | | | 1,563 39 | 1,563 39 | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | | | 208 32 | 208 32 | 3 |
| 4 | Citizens Railway, Light and Power Co. | \$ 32 40 | \$ 92 88 | 1,020 70 | 1,020 70 | 4 |
| 5 | Danville Traction and Power Co. | | | | | 5 |
| 6 | Hampton Roads Traction Co. | | | 4,540 10 | 4,540 10 | 6 |
| 7 | Lynchburg Traction and Light Co. | | | 143 88 | 143 88 | 7 |
| 8 | Mill Mountain Incinerator | | | 4,800 53 | 4,800 53 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 1,312 74 | 960 97 | 459 00 | 7,083 29 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | | | 439 61 | 439 00 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | | | | 439 61 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | 2,591 85 | 4,755 49 | 232 50 | 7,579 84 | 13 |
| 14 | Norfolk Water Power Co. | | | | | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | | | 404 75 | 404 75 | 15 |
| 16 | Richmond and Henric Ry. Co. This | | Cr. 13 00 | | Cr. 13 00 | 16 |
| 17 | Richmond and Rapid Run Ry. Co. | | | 172 57 | 172 57 | 17 |
| 18 | Roanoke Railway and Electric Co. | | | 1,693 78 | 1,693 78 | 18 |
| 19 | Tennessie Railway and Electric Co. | | | | | 19 |
| 20 | Virginia Railway and Power Co. | | 12,367 09 | | 12,367 09 | 20 |
| 21 | Washington Old Dominion Ry. | | | 12,564 66 | 12,564 66 | 21 |
| 22 | Washington Utilities Co. | | | 1,251 34 | 1,251 34 | 22 |
| 23 | Washington-Virginia Ry. Co. | | | 1,659 00 | 1,659 00 | 23 |
| | Total | \$ 3,936 99 | \$ 18,185 43 | \$ 31,349 55 | \$ 53,471 97 | |

TABLE No. 8—OPERATING EXPENSES—CONTINUED—CONDUCTING TRANSPORTATION.

| Number | NAME OF COMPANY | Superinten- tion of Transpor- tation | Power-Plant Employees | Substation Employees | Fuel for Power | Lubricants for Power | Miscellaneous Power Plant Supplies and Expenses | Substation Supplies and Expenses | Power Pur- chased | Number |
|--------|---|---|--------------------------|-------------------------|----------------|-------------------------|--|--|----------------------|--------|
| 1 | Appalachian Power Co. | \$ 708 33 | | | | | \$3,463 00 | | \$ 3,600 00 | 1 |
| 2 | Blue Ridge Light and Power Co. | 290 55 | | | | | | | | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | 1,200 00 | | | | | | | | 3 |
| 4 | Citizens Railway, Light and Power Co. | 552 71 | \$ 6,075 91 | \$ 361 34 | \$ 7,681 35 | \$ 342 58 | 1,166 25 | \$ 170 07 | 4,633 88 | 4 |
| 5 | Danville Traction and Power Co. | 386 67 | 3,827 82 | | 8,409 57 | | 1,233 18 | | | 5 |
| 6 | Hampton Roads Traction Co. | | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | 4,733 32 | | | | | | | | 7 |
| 8 | Mill Mountain Incline, Inc. | | | | | | 51 92 | | 583 70 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 4,783 35 | 19,811 14 | | 40,483 53 | 864 35 | 4,334 67 | | | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 260 00 | | | | | | | 1,624 84 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | 1,706 03 | | | | | | | | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | 6,028 79 | 6,504 64 | 1,229 48 | 22,671 16 | 871 80 | 469 81 | 69 83 | 1,646 88 | 13 |
| 14 | Radford Water Power Co. | | | 600 00 | | | | | | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 955 20 | | | | | | | 12,954 50 | 15 |
| 16 | Richmond and Henrico Ry. Co. | 5,479 01 | 6,258 83 | 2,320 09 | 18,430 09 | 305 22 | 1,003 76 | 164 24 | 4,002 37 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | 532 07 | | | | | | | 6,512 68 | 17 |
| 18 | Ronoake Railway and Electric Co. | 3,814 86 | 1,331 55 | | | | | 27 30 | | 18 |
| 19 | Tazewell Street Ry. Co. | | | 7,007 75 | | | | | 2,700 00 | 19 |
| 20 | Virginia Railway and Power Co. | 41,715 39 | 10,357 89 | 5,060 18 | 32,769 12 | 215 19 | 297 69 | 803 31 | | 20 |
| 21 | Washington and Old Dominion Ry. | 15,217 95 | 158 06 | 2,332 49 | | | | 123 11 | | 21 |
| 22 | Washington Utilities Co. | 2,810 47 | 3,102 01 | 1,233 31 | 10,911 25 | 58 55 | 61 09 | 141 32 | 39,653 82 | 22 |
| 23 | Washington-Virginia Ry. Co. | 1,687 06 | | | | | | 83 17 | 13,061 31 | 23 |
| | Total | \$ 92,881 76 | \$ 56,927 85 | \$19,544 64 | \$111,326 07 | \$2,657 69 | \$12,081 97 | \$ 1,584 35 | \$ 91,003 98 | |

TABLE No. 8—OPERATING EXPENSES—CONDUCTING TRANSPORTATION—CONTINUED.

| Number | NAME OF COMPANY | Power Ex- changed, Balance | Other Opera- tions—Dr. | Other Opera- tions—Cr. | Conductors, Motormen and Train- men | Miscellaneous Car Service Employees | Miscellaneous Expenses | Station Em- ployees | Number |
|--------|---|----------------------------------|---------------------------|---------------------------|--|---|---------------------------|------------------------|--------|
| 1 | Appalachian Power Co. | | | | \$ 10,022 20 | | | | 1 |
| 2 | Blue Ridge Light and Power Co. | | | | 2,494 55 | | | | 2 |
| 3 | Charlotteville and Albemarle Ry. Co. | | \$ 4,860 23 | | 8,721 40 | | | | 3 |
| 4 | Citizens Railway, Light and Power Co. | | | \$ 15,116 70 | 7,434 55 | | \$ 1,291 03 | \$ 263 61 | 4 |
| 5 | Danville Traction and Power Co. | | | 3,037 46 | 20,663 98 | | | | 5 |
| 6 | Hampton Roads Traction Co. | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | | 13,540 07 | | 57,254 77 | 2,212 74 | | | 7 |
| 8 | Mill Mountain Incline, Inc. | | | | | | | | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | | | 17,242 82 | 49,456 59 | 124 87 | 5,084 62 | 1,650 59 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | | | | 2,743 55 | | | | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | | 5,392 32 | | 14,419 52 | | | | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | | | | 18,746 08 | 9,174 58 | 2,246 55 | 8,696 90 | 13 |
| 14 | Norfolk Water Power Co. | | | | 1,860 00 | | | | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | | | | 5,257 40 | | | | 15 |
| 16 | Richmond and Henrico Ry. Co. | | | 2,580 28 | 28,908 31 | | 1,396 79 | | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | | | | 7,566 87 | | | | 17 |
| 18 | Roanoke Railway and Electric Co. | | 18,288 00 | | 64,514 07 | 4,976 33 | 924 46 | | 18 |
| 19 | Tazewell Street Ry. Co. | | | | 1,170 00 | | | | 19 |
| 20 | Virginia Railway and Power Co. | | 146,341 53 | 142 11 | 556,079 34 | 8,633 06 | 33,015 16 | 7,225 33 | 20 |
| 21 | Washington and Old Dominion Ry. | | | | 71,149 08 | | 15,462 18 | 11,695 94 | 21 |
| 22 | Washington Utilities Co. | | | | 35,316 34 | 2,705 20 | 2,705 20 | 3,868 16 | 22 |
| 23 | Washington-Virginia Ry. Co. | | | | 26,695 25 | 3,000 00 | 831 75 | 3,000 00 | 23 |
| | Total | | \$188,392 15 | \$ 38,110 37 | \$960,473 85 | \$ 30,859 20 | \$ 62,969 56 | \$ 36,400 53 | |

TABLE No. 8—OPERATING EXPENSES—CONDUCTING TRANSPORTATION—CONTINUED.

| Number | NAME OF COMPANY | Station Expenses | Carhouse Employees | Carhouse Expenses | Operation of Signal and Interlocking System | Operation of Telephone and Telegraph System | Losses and Damage | Other Transportation Expenses | Total | Number |
|--------|---|------------------|--------------------|-------------------|---|---|-------------------|-------------------------------|----------------|--------|
| 1 | Appalachian Power Co. | --- | --- | --- | --- | --- | --- | \$ 2,753 30 | \$ 16,047 43 | 1 |
| 2 | Blue Ridge Light and Power Co. | --- | --- | --- | --- | --- | --- | 415 14 | 6,800 24 | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | --- | --- | --- | --- | --- | --- | 915 07 | 15,696 70 | 3 |
| 4 | Citizens Railway, Light and Power Co. | --- | --- | --- | --- | --- | --- | --- | 15,740 59 | 4 |
| 5 | Danville Traction and Power Co. | \$ 115 59 | \$ 744 00 | \$ 8 00 | \$ 4 00 | --- | --- | 2,987 03 | 33,970 79 | 5 |
| 6 | Hampton Roads Traction Co. | --- | --- | --- | --- | --- | --- | --- | --- | 6 |
| 7 | Lynchburg Traction and Light Co. | --- | 4,869 85 | --- | --- | --- | \$ 7 89 | --- | 82,618 64 | 7 |
| 8 | Mill Mountain Inclined, Inc. | --- | --- | --- | --- | --- | --- | 1,400 26 | 2,045 88 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | --- | --- | --- | --- | --- | --- | 5 10 | 118,991 83 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 1,012 87 | 5,678 60 | 73 70 | 1,806 57 | \$ 383 43 | 658 67 | 14 09 | 4,642 48 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | --- | --- | --- | --- | --- | --- | 3,710 94 | 25,228 81 | 11 |
| 12 | Norfolk Railway and Light Co. | --- | --- | --- | --- | --- | --- | --- | --- | 12 |
| 13 | Norfolk Southern R. R. Co. | 2,744 66 | 953 29 | 44 70 | 505 49 | 671 35 | 1,605 98 | 791 41 | 85,673 47 | 13 |
| 14 | Radford Water Power Co. | --- | --- | --- | --- | --- | --- | --- | 2,460 00 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | --- | --- | --- | --- | --- | --- | 5,081 97 | 24,249 07 | 15 |
| 16 | Richmond and Henrico Ry. Co., The | --- | 3,076 61 | 539 24 | --- | --- | --- | 406 12 | 69,710 40 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | --- | --- | --- | --- | --- | --- | 3,905 25 | 18,516 87 | 17 |
| 18 | Roanoke Railway and Electric Co. | --- | 7,567 67 | --- | 50 00 | --- | --- | 96 11 | 101,543 37 | 18 |
| 19 | Tazewell Street Ry. Co. | --- | --- | --- | --- | --- | --- | --- | --- | 19 |
| 20 | Virginia Railway and Power Co. | 3,359 84 | 62,987 46 | 1,526 98 | 15 59 | 1,669 82 | 231 37 | 2,985 30 | 873,487 12 | 20 |
| 21 | Washington and Old Dominion Ry. | 11,695 84 | 3,105 96 | 3,105 96 | 1,059 80 | --- | 2,839 68 | 21,210 15 | 204,955 92 | 21 |
| 22 | Washington Utilities Co. | 3,868 16 | 3,329 56 | 3,329 57 | --- | 11 63 | 14 40 | 6 82 | 100,051 20 | 22 |
| 23 | Washington-Virginia Ry. Co. | 2,431 29 | 2,000 00 | 2,547 43 | --- | 14 36 | 19 50 | 1 24 | 70,768 59 | 23 |
| | Total | \$25,258 35 | \$ 94,313 00 | \$ 11,175 67 | \$3,441 55 | \$2,760 59 | \$5,377 49 | \$ 46,754 43 | \$1,878,065 31 | |

TABLE No. 8—OPERATING EXPENSES—CONTINUED—GENERAL AND MISCELLANEOUS.

| Number | NAME OF COMPANY | Salaries and Expenses of Officers | Salaries and Expenses of General Office Clerks | General Office and Supplies | Law Expenses | Relief Department Expenses | Pensions | Miscellaneous General Expenses | Other Operations—Dr. | Number |
|--------|---|-----------------------------------|--|-----------------------------|--------------|----------------------------|-----------|--------------------------------|----------------------|--------|
| 1 | Appalachian Power Co. | | | | | | | \$ 6,451 83 | | 1 |
| 2 | Blue Ridge Light and Power Co. | | | | | | | 104 85 | | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | | | | | | | 4,375 29 | | 3 |
| 4 | Citizens Railway, Light and Power Co. | \$ 1,576 33 | \$ 840 84 | \$ 40 52 | \$ 227 48 | | \$ 100 74 | | | 4 |
| 5 | Danville Traction and Power Co. | | | | | | | 10,029 54 | | 5 |
| 6 | Hampton Roads Traction Co. | | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | 13,287 70 | | 828 06 | 1,499 74 | | 180 00 | 1,903 36 | | 7 |
| 8 | Mill Mountain Incline, Inc. | | | | | | | 48 33 | | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 6,195 70 | 3,023 47 | 1,072 12 | 1,573 55 | \$ 88 70 | | 999 88 | | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | | | | | | | 113 88 | | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | | | | | | | 2,553 64 | \$ 48 17 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | 12 |
| 13 | Norfolk Southern R. Co. | 2,177 89 | 3,181 33 | 658 51 | 1,328 31 | | 22 50 | 3,940 63 | | 13 |
| 14 | Radford Water Power Co. | | | | | | | 87 00 | | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 6,505 00 | 3,415 55 | 1,111 65 | 3,598 63 | | | 6,383 41 | | 15 |
| 16 | Richmond and Henrico Ry. Co. | | | | | | | 2,338 90 | | 16 |
| 17 | Richmond and Kappahannock | 19,728 32 | | 1,514 99 | 1,905 00 | | | 4,290 62 | | 17 |
| 18 | Roanoke Railway and Electric Co. | | | | | | 543 19 | 2,867 06 | | 18 |
| 19 | Roanoke Street Ry. Co. | | | | | | | 863 82 | | 19 |
| 20 | Virginia Railway and Power Co. | 30,086 82 | 23,436 73 | 6,458 00 | 14,354 08 | 950 64 | | 19,669 52 | | 20 |
| 21 | Washington and Old Dominion Ry. | 12,06 92 | | 896 28 | 746 59 | | | 493 75 | | 21 |
| 22 | Washington Utilities Co. | 8,942 94 | | 2,736 00 | | | | 3,075 61 | | 22 |
| 23 | Washington-Virginia Ry. Co. | 6,885 23 | | 1,494 26 | 325 78 | | | 1,031 41 | | 23 |
| | Total..... | \$106,041 98 | \$ 33,897 92 | \$ 16,709 20 | \$ 25,656 58 | \$1,030 34 | \$ 846 43 | \$ 71,674 32 | \$ 48 17 | |

TABLE No. 8—OPERATING EXPENSES—GENERAL AND MISCELLANEOUS—CONTINUED.

| Number | NAME OF COMPANY | Other Oper- tions—Cr. | Injuries and Damages | Insurance | Stationery and Printing | Store Expenses | Stable Expenses | Rent of Tracks and Termi- nals | Rent of Equip- ment | Total | Number |
|--------|---|--------------------------|-------------------------|--------------|----------------------------|----------------|--------------------|--------------------------------------|------------------------|--------------|--------|
| 1 | Appalachian Power Co. | | \$ 600 00 | \$ 863 10 | \$ 416 72 | \$ 92 60 | | | | \$ 8,424 35 | 1 |
| 2 | Blue Ridge Light and Power Co. | | | 84 49 | 44 85 | | | | | 234 19 | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | | 858 00 | 932 67 | 132 36 | 336 13 | | | | 6,634 45 | 3 |
| 4 | Citizens Railway, Light and Power Co. | | 978 08 | 213 00 | 135 56 | | | | | 3,910 55 | 4 |
| 5 | Danville Traction and Power Co. | | 3,147 69 | 766 31 | 281 24 | 72 00 | | | | 14,896 78 | 5 |
| 6 | Hampton Roads Traction Co. | | | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | | 3,475 60 | 3,646 78 | 461 94 | 51 76 | \$ 39 34 | \$ 474 79 | \$ Cr. 363 65 | 25,585 42 | 7 |
| 8 | Mill Mountain Incline, Inc. | | | 213 10 | 1 50 | | | | | 262 93 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | | 4,229 45 | 5,175 00 | 1,274 07 | 865 62 | 250 00 | | | 24,747 56 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | | 75 | | 94 70 | | | 1,247 17 | 17 50 | 1,521 87 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | | 2,322 09 | 371 99 | 158 13 | 269 05 | | | | 5,674 90 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | | 33,237 20 | 3,209 91 | 1,943 35 | | | 3,074 51 | 11,410 25 | 64,174 39 | 13 |
| 14 | Radford Water Power Co. | | | | 50 00 | | | | | 117 00 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | | 134 15 | 555 98 | 175 25 | | | | | 7,258 79 | 15 |
| 16 | Richmond and Henrico Ry. Co., The | | 3,348 67 | 15 00 | 258 91 | 543 05 | 960 60 | 6,670 57 | | 28,766 53 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | | | 253 23 | 495 62 | | | | | 5,039 47 | 17 |
| 18 | Roanoke Railway and Electric Co. | | 4,591 81 | 3,505 68 | 708 38 | 342 53 | 261 48 | | Cr. 419 19 | 35,166 25 | 18 |
| 19 | Tazewell Street Ry. Co. | | | 52 23 | 42 18 | | | 5 00 | | 903 36 | 19 |
| 20 | Virginia Railway and Power Co. | | 128,468 58 | 14,153 71 | 6,468 98 | 4,822 47 | 8,741 00 | 3,357 85 | | 260,869 41 | 20 |
| 21 | Washington and Old Dominion Ry. | | 6,019 25 | 918 25 | 5,085 98 | 758 68 | 77 25 | 25,233 54 | 38,204 51 | 91,128 93 | 21 |
| 22 | Washington Utilities Co. | | 9,213 00 | 2,341 05 | 1,181 65 | 463 41 | | | | 27,372 23 | 22 |
| 23 | Washington-Virginia Ry. Co. | | 6,838 00 | 1,911 62 | 899 47 | 550 62 | | | | 19,436 39 | 23 |
| | Total..... | | \$207,490 57 | \$ 39,183 10 | \$ 20,307 61 | \$9,197 02 | \$ 10,329 67 | \$40,063 43 | \$48,949 42 | \$632,125 72 | |

TABLE No. 8—CONTINUED—RECAPITULATION OF EXPENSES.

| Number | NAME OF COMPANY | Way and Structures | Equip-ment | Traffic | Conducting Transportation | General and Miscellaneous | Total Operating Expenses | Expenses Per Mile | Ratio of Operating Expenses to Operating Revenue | Number |
|--------|---|--------------------|--------------|------------|---------------------------|---------------------------|--------------------------|-------------------|--|----------|
| 1 | Appalachian Power Co. | \$ 1,424 83 | \$ 1,895 36 | | \$ 16,947 43 | \$ 8,424 35 | \$ 28,691 97 | \$5,313 32 | \$ | 42 92 |
| 2 | Blue Ridge Light and Power Co. | 492 11 | 599 70 | 322 65 | 6,800 24 | 234 19 | 8,448 89 | 1,594 13 | | 68 59 |
| 3 | Charlotteville and Albemarle Ry. Co. | 2,419 19 | 4,492 18 | 1,553 39 | 16,896 70 | 6,634 45 | 30,715 91 | 9,354 61 | | 78 97 |
| 4 | Citizens Railway, Light and Power Co. | 1,986 90 | 2,857 28 | 206 32 | 16,740 59 | 3,910 55 | 24,701 64 | 5,030 88 | | 84 26 |
| 5 | Danville Traction and Power Co. | 10,885 01 | 4,104 73 | 1,020 70 | 33,970 79 | 14,896 78 | 64,878 01 | 11,668 71 | | 50 55 |
| 6 | Hampton Roads Traction Co. | | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | 16,896 15 | 16,257 79 | 4,540 10 | 82,618 54 | 25,585 42 | 145,898 10 | 11,653 20 | | 61 47 |
| 8 | Mill Mountain Traction, Inc. | 230 05 | 125 75 | 143 88 | 2,045 58 | 262 93 | 2,809 39 | 7,393 13 | | 56 12 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 21,874 74 | 24,255 47 | 7,083 29 | 118,991 43 | 24,747 56 | 196,952 69 | 6,791 47 | | 60 29 |
| 10 | Norfolk City and Suburban Ry. Co. | 1,921 33 | 1,001 49 | 459 00 | 6,642 48 | 1,521 87 | 9,546 17 | 1,369 61 | | 146 30 |
| 11 | Norfolk and Ocean View Ry. Co. | 12,167 37 | 6,271 50 | 439 61 | 25,228 81 | 5,674 90 | 49,782 29 | 5,440 68 | | 75 03 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | 49,291 08 | 34,746 04 | 7,579 84 | 85,673 47 | 64,174 39 | 241,464 82 | 5,169 42 | | 88 16 |
| 14 | Radford Water Power Co. | 710 84 | 570 00 | 2,460 00 | | 117 00 | 3,897 84 | 1,487 73 | | 37 90 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 10,258 69 | 5,740 99 | 404 75 | 24,249 07 | 7,258 79 | 48,012 20 | 3,261 70 | | 77 91 |
| 16 | Richmond and Henrico Ry. Co., The | 8,290 01 | 7,263 74 | Cr. 13 00 | 69,710 40 | 28,766 53 | 114,017 68 | 23,127 32 | | 103 14 |
| 17 | Richmond and Rapahannock River Ry. Co. | 2,918 18 | 4,668 15 | 172 57 | 18,516 87 | 5,039 47 | 31,315 24 | 4,180 80 | | 79 52 |
| 18 | Roanoke Railway and Electric Co. | 26,913 73 | 18,651 84 | 1,663 78 | 101,543 37 | 35,166 25 | 183,968 96 | 7,214 46 | | 60 10 |
| 19 | Tazewell Street Ry. Co. | 639 45 | 273 24 | | 3,966 11 | 993 36 | 5,782 16 | 2,935 10 | | 61 12 |
| 20 | Virginia Railway and Power Co. | 251,007 77 | 169,299 27 | 12,367 09 | 873,487 12 | 260,860 41 | 1,567,030 66 | 8,811 56 | | 84 86 |
| 21 | Washington and Old Dominion Ry. | 24,860 98 | 23,544 74 | 12,654 66 | 204,955 92 | 91,128 93 | 357,075 23 | 4,992 66 | | 83 83 |
| 22 | Washington Utilities Co. | 4,461 56 | 8,197 10 | 1,251 34 | 100,051 20 | 27,372 30 | 141,333 42 | 3,308 37 | | 46 01 |
| 23 | Washington-Virginia Ry. Co. | 4,172 40 | 8,269 53 | 1,659 00 | 70,768 59 | 19,436 39 | 104,305 91 | 2,441 62 | | 45 73 |
| | Total..... | \$453,983 25 | \$342,965 99 | \$5,918 97 | \$1,875,605 31 | \$632,128 75 | \$3,360,629 27 | \$7,023 40 | | \$ 60 59 |

*Included with N. N. & O. P. Ry. & E. Co.

†Included with Va. Ry. & Power Co.

‡For period December 1, 1912, to June 30, 1913.

§For period July 1, 1912, to November 30, 1912.

Increases over 1912:

| | |
|--|---------------------------------|
| Maintenance of way and structures..... | \$ 54,242 02 or 13.59 per cent. |
| Maintenance of equipment..... | 56,098 57 or 19.53 per cent. |
| Traffic..... | 16,837 11 or 36.57 per cent. |
| Conducting transportation..... | 286,991 77 or 18.07 per cent. |
| General and miscellaneous..... | 107,710 47 or 20.54 per cent. |
| Total expenses..... | 520,939 94 or 18.34 per cent. |

Decreases from 1912:

| | |
|--------------------------------------|----------------------------|
| Expenses per mile..... | \$577 68 or 7.60 per cent. |
| Percentage expenses to earnings..... | 1.32 per cent. |

TABLE No. 9—BALANCE SHEETS—ASSETS.

| Number | NAME OF COMPANY | Cost of Road Equipment and General Expenditures | Stocks and Bonds Owned | Cash and Current Assets | Other Assets | Profit and Loss— Deficit | Total Assets | Number |
|--------|---|--|------------------------------|-------------------------------|-----------------|--------------------------------|------------------|--------|
| 1 | Appalachian Power Co. | \$ 30,162 73 | | \$ 152,023 71 | \$15,200,449 17 | \$ 81,021 40 | \$ 15,463,667 01 | 1 |
| 2 | Blue Ridge Light and Power Co. | 44,027 47 | \$ 3,600 00 | 49,623 13 | 1,530 20 | | 49,780 80 | 2 |
| 3 | Charlotteville and Albemarle Ry. Co. | 210,301 29 | | 49,051 73 | 40,492 91 | 27,292 02 | 327,136 23 | 3 |
| 4 | Citizens Railway, Light and Power Co. | 1,094,397 55 | 199,718 55 | 269,292 59 | | | 1,663,408 69 | 4 |
| 5 | Danville Traction and Power Co. | 1,816,620 02 | 21,300 00 | 24,210 44 | | | 1,862,130 46 | 5 |
| 6 | Hampton Roads Traction Co. | 1,187,149 56 | | | | 139,921 20 | 1,327,070 76 | 6 |
| 7 | Lynchburg Traction and Light Co. | 2,994,548 91 | 8,500 00 | 101,498 62 | 68,221 96 | | 3,062,767 49 | 7 |
| 8 | Mill Mountain Incline, Inc. | 50,850 08 | | 942 26 | | 991 80 | 52,784 12 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 3,405,104 62 | 380,700 00 | 633,547 01 | 464 39 | 133,367 63 | 4,553,183 65 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 104,158 74 | | 503 06 | | 38,574 16 | 143,235 96 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | 1,063,723 53 | | 128 58 | 10,399 74 | 174,356 33 | 1,273,608 18 | 11 |
| 12 | Norfolk Railway and Light Co. | 5,440,628 67 | 246,617 25 | | 202,302 28 | | 5,889,546 20 | 12 |
| 13 | Norfolk Southern R. R. Co. | 129,225 57 | | 53,105 75 | 26,679 50 | | 209,010 82 | 13 |
| 14 | Radford Water Power Co. | | 158,024 35 | | | 310,307 15 | 1,733,925 76 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 996,007 61 | | 269,586 65 | | 137,761 90 | 2,095,302 98 | 15 |
| 16 | Richmond and Henrico Ry. Co. | 1,260,809 63 | | 26,713 15 | 1,270,000 00 | | 2,696,302 98 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | 205,139 02 | | | 231,543 88 | | 436,682 40 | 17 |
| 18 | Roanoke Railway and Electric Co. | 1,739,384 34 | 34,000 00 | 122,888 63 | 37,227 52 | | 1,933,500 49 | 18 |
| 19 | Sawwell Street Ry. Co. | 22,980 32 | 12,368 00 | 10,358 76 | | | 45,618 88 | 19 |
| 20 | Virginia Railway and Power Co. | 35,384,894 22 | 1,479,468 31 | 1,728,532 36 | 1,063,725 75 | | 39,654,630 64 | 20 |
| 21 | Washington and Old Dominion Ry. | 3,730,772 64 | 500,000 00 | | 3,460 27 | 91,261 10 | 4,404,948 17 | 21 |
| 22 | Washington Utilities Co. | 10,059,459 20 | 2,931,973 95 | 178,665 52 | | | 13,170,088 67 | 22 |
| 23 | Washington Virginia Ry. Co. | | | | | | | 23 |
| | Total | \$ 60,905,319 10 | \$5,976,222 41 | \$3,699,136 81 | \$18,156,495 35 | \$1,134,854 69 | \$ 98,872,028 36 | |

*Unable to print on account of inaccuracy of figures shown in report.

*Included with Washington Utilities Company with which it was merged on November 25, 1913.

TABLE No. 9—BALANCE SHEETS—CONTINUED—LIABILITIES.

| Number | NAME OF COMPANY | Capital Stock and Funded Debt | Current Liabilities | Taxes Accrued and Not Yet Due | Interest on Funded Debt Accrued and Not Yet Due | Miscellaneous Interest Accrued and Not Yet Due | Number |
|--------|---|-------------------------------------|------------------------|-------------------------------------|--|---|--------|
| 1 | Appalachian Power Co. | \$ 14,680,000 00 | \$ 730,077 63 | \$ 12,432 98 | \$ 26,041 67 | \$ 3,170 50 | 1 |
| 2 | Blue Ridge Light and Power Co. | 49,580 80 | 200 00 | — | — | — | 2 |
| 3 | Charlotteville and Albemarle Ry. Co. | 261,950 00 | 60,671 47 | 1,316 72 | 2,804 16 | 284 98 | 3 |
| 4 | Citizens Railway, Light and Power Co. | 1,076,000 00 | 225,155 73 | — | — | — | 4 |
| 5 | Danville Traction and Power Co. | 800,000 00 | 9,847 28 | 1,171 41 | — | — | 5 |
| 6 | Hampton Roads Traction Co. | 1,200,000 00 | 127,070 76 | — | — | — | 6 |
| 7 | Lynchburg Traction and Light Co. | 2,486,000 00 | 255,065 26 | 11,153 45 | 10,104 16 | — | 7 |
| 8 | Mill Mountain Incline, Inc. | 45,000 00 | 7,040 33 | 143 79 | 600 00 | — | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 4,156,000 00 | 388,640 56 | 6,057 72 | — | — | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 100,000 00 | 43,235 96 | — | — | — | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | 1,100,000 00 | 157,540 49 | 1,500 60 | — | — | 11 |
| 12 | Norfolk Railway and Light Co. | 5,650,000 00 | 37,243 92 | — | — | — | 12 |
| 13 | Norfolk Southern R. R. Co. | — | 181,562 48 | 4,507 39 | — | — | 13 |
| 14 | Radford Water Power Co. | — | — | — | — | — | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 1,002,500 00 | 716,479 25 | 2,674 46 | 8,333 33 | 3,938 72 | 15 |
| 16 | Richmond and Henrico Ry. Co., The | 2,500,000 00 | 119,650 67 | 7,126 82 | 62,500 00 | 6,025 49 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | 390,000 00 | 38,914 21 | 340 00 | — | — | 17 |
| 18 | Roanoke Railway and Electric Co. | 1,213,000 00 | 506,298 89 | 8,251 12 | 13,787 50 | — | 18 |
| 19 | Tazewell Street Ry. Co. | 29,550 00 | — | — | — | — | 19 |
| 20 | Virginia Railway and Power Co. | 37,247,028 25 | 814,344 71 | 88,907 76 | 53,793 72 | — | 20 |
| 21 | Washington and Old Dominion Ry. | 3,250,000 00 | 1,148,944 63 | 6,003 54 | — | — | 21 |
| 22 | Washington Utilities Co. | 9,139,200 00 | 1,899,274 54 | 17,604 49 | 81,766 68 | 12,500 00 | 22 |
| 23 | Washington-Virginia Ry. Co. | — | — | — | — | — | 23 |
| | Total..... | \$ 86,375,807 05 | \$ 7,476,258 77 | \$ 169,192 25 | \$ 259,531 22 | \$ 25,919 69 | |

TABLE No. 9—BALANCE SHEETS—LIABILITIES—CONTINUED.

| Number | NAME OF COMPANY | Rents Accrued and Not Yet Due | Miscellaneous | Reserves | Profit and Loss— Surplus | Total Liabilities | Number |
|--------|---|-------------------------------------|---------------|----------------|--------------------------------|----------------------|--------|
| 1 | Appalachian Power Co. | | \$ 2,934 23 | | | \$15,463,687 01 | 1 |
| 2 | Blue Ridge Light and Power Co. | | | | | 49,780 80 | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | | 308 90 | | | 327,138 23 | 3 |
| 4 | Citizens Railway, Light and Power Co. | | | \$ 744 75 | \$ 281,508 21 | 1,563,408 09 | 4 |
| 5 | Danville Traction and Power Co. | \$ 32 08 | | 607 85 | 50,451 84 | 862,180 46 | 5 |
| 6 | Farmington Roads Traction Co. | | | | | 1,327,070 76 | 6 |
| 7 | Lynchburg Traction and Light Co. | | | 318,755 11 | 1,689 51 | 3,062,767 49 | 7 |
| 8 | Mill Mountain Inclined Plane | | | | | 52,784 12 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | | | 2,485 37 | | 4,583,153 65 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | | | 4,187 35 | 10,399 74 | 1,273,908 18 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | | | 202,302 28 | | 5,869,546 20 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | 22,940 95 | 209,010 82 | 12 |
| 13 | Norfolk Southern R. R. Co. | | | | | 1,733,935 76 | 13 |
| 14 | Radford Water Power Co. | | | | | 1,733,935 76 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | | | | | 2,085,362 40 | 15 |
| 16 | Richmond and Henrico Ry. Co. The | | 2,415 17 | | 5,013 02 | 1,963,362 40 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | | | 187,080 68 | 5,083 32 | 1,963,362 40 | 17 |
| 18 | Roanoke Railway and Electric Co. | | | | 15,068 88 | 43,318 88 | 18 |
| 19 | Roanoke Street Ry. Co. | | 180,951 94 | 387,290 50 | 873,658 50 | 39,654,638 64 | 19 |
| 20 | Virginia Railway and Power Co. | 8,687 26 | | | | 4,484,638 64 | 20 |
| 21 | Washington and Old Dominion Ry. | | | | | 4,484,638 64 | 21 |
| 22 | Washington Utilities Co. | | | 1,469,375 01 | 560,377 95 | 13,170,086 67 | 22 |
| 23 | Washington-Virginia Ry. Co. | | | | | | 23 |
| | Total..... | \$ 8,709 34 | \$ 186,610 24 | \$2,572,808 87 | \$1,797,190 93 | \$98,872,028 36 | |

*Included in steam railroad report.

†Unable to print on account of inaccuracy of figures shown in report.

‡Included with Washington Utilities Company with which it was merged on November 25, 1913.

Total net profit, \$662,336.24; decrease from 1912, \$138,562.81.

REPORT STATE CORPORATION COMMISSION

TABLE No. 10—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

| Number | NAME OF COMPANY | CAR MILEAGE | | | CAR HOURS | | | PASSENGERS CARRIED | | | Number |
|--------|---|-------------|--------------------------------|------------|-----------|--------------------------------|-----------|----------------------------------|------------------|-------------|--------|
| | | Passenger | Freight Mail and Express | Total | Passenger | Freight Mail and Express | Total | Fare and Revenue Transfers | Free Transfer | Total | |
| 1 | Appalachian Power Co. | 220,060 | — | 220,060 | 22,443 | — | 22,443 | 1,449,705 | 164,744 | 1,614,449 | 1 |
| 2 | Blue Ridge Light and Power Co. | — | — | — | — | — | — | — | — | — | 2 |
| 3 | Charlotteville and Albemarle Ry. Co. | 196,753 | — | 196,753 | 30,687 | — | 30,687 | 892,055 | 4,404 | 896,459 | 3 |
| 4 | Citizens Railway, Light and Power Co. | 177,591 | — | 177,591 | 20,622 | — | 20,622 | 725,900 | 42,407 | 768,307 | 4 |
| 5 | Danville Traction and Power Co. | 380,225 | — | 380,225 | 51,702 | — | 51,702 | 3,025,216 | 511,426 | 3,536,642 | 5 |
| 6 | Hampton Roads Traction Co. | — | — | — | — | — | — | — | — | — | 6 |
| 7 | Lynchburg Traction and Light Co. | 884,591 | — | 884,591 | 126,007 | — | 126,007 | 5,333,573 | 882,903 | 6,216,536 | 7 |
| 8 | Mill Mountain Incline, Inc. | 5,450 | — | 5,450 | — | — | — | 84,061 | 4,080 | 88,141 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 1,040,054 | 115,923 | 1,155,977 | 107,023 | 15,298 | 122,311 | 5,957,665 | 597,518 | 6,555,183 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 61,369 | — | 61,369 | 7,138 | — | 7,138 | 178,352 | 2,796 | 181,148 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | 322,016 | — | 322,016 | 36,164 | — | 36,164 | 1,644,843 | 38,424 | 1,683,267 | 11 |
| 12 | Norfolk Railway and Light Co. | — | — | — | — | — | — | — | — | — | 12 |
| 13 | Norfolk Southern R. R. Co. | 806,421 | 224,882 | 1,031,303 | — | — | — | 1,528,869 | — | 1,528,869 | 13 |
| 14 | Radford Water Power Co. | 57,800 | — | 57,800 | 5,423 | — | 5,423 | 245,154 | 7,714 | 252,868 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 177,561 | — | 177,561 | 10,980 | — | 10,980 | 480,923 | 2,081 | 483,004 | 15 |
| 16 | Richmond and Henrico Ry. Co. | 680,172 | — | 680,172 | 77,329 | — | 77,329 | 5,170,228 | — | 5,170,228 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | 209,362 | 11,906 | 221,268 | 19,627 | 2,192 | 21,819 | 913,379 | 169,599 | 1,082,978 | 17 |
| 18 | Roanoke Railway and Electric Co. | 1,226,453 | 10,000 | 1,236,453 | 134,537 | 2,221 | 136,758 | 6,307,347 | — | 6,307,347 | 18 |
| 19 | Tazewell Street Ry. Co. | 31,100 | — | 31,100 | 4,573 | — | 4,573 | 145,213 | — | 145,213 | 19 |
| 20 | Virginia Railway and Power Co. | 11,865,403 | — | 11,865,403 | 1,437,776 | — | 1,437,776 | 62,867,286 | 16,079,352 | 78,946,638 | 20 |
| 21 | Washington and Old Dominion Ry. | 1,063,161 | 46,431 | 1,109,592 | 91,059 | 9,865 | 100,924 | 3,319,168 | — | 3,319,168 | 21 |
| 22 | Washington Utilities Co. | 788,790 | 48,509 | 837,299 | 63,876 | 9,038 | 72,914 | 2,477,087 | — | 2,477,087 | 22 |
| 23 | Washington-Virginia Ry. Co. | — | — | — | — | — | — | — | — | — | 23 |
| | Total | 20,184,332 | 457,651 | 20,641,983 | 2,247,266 | 38,904 | 2,286,170 | 102,885,964 | 18,507,508 | 121,393,472 | |

aNo record.

bIncluded with Newport News and Old Point Railway and Electric Company.

cIncluded with Virginia Railway and Power Company, successor to Norfolk and Portsmouth Traction Company under lease 99 years from June 1, 1906.

dFor period December 1, 1912, to June 30, 1913.

eFor period July 1, 1912, to November 30, 1912.

TABLE No. 10—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—CONTINUED.

| Number | NAME OF COMPANY | AVERAGE FARE | | EARNINGS PER CAR MILE | | EARNINGS PER CAR HOUR | | OPERATING EXPENSES | | Number |
|--------|---|----------------------------|------------------------|-----------------------|--------------------------------------|-----------------------|---------------------|--------------------------------------|------------|--------|
| | | Revenue Passen- gers | All Passen- gers | Trans- portation | Other Than Trans- portation | Total | Trans- portation | Other Than Trans- portation | Total | |
| | | Cents | Cents | Cents | Cents | Cents | C. M. | Cents | C. M. | |
| 1 | Appalachian Power Co. | 04.35 | 03.90 | 30.37 | | 30.37 | \$ 2 97.82 | | \$ 2 97.82 | 1 |
| 2 | Blue Ridge Light and Power Co. | | | | | | | | | 2 |
| 3 | Charlotteville and Albemarle Ry. Co. | 04.33 | 04.31 | 19.65 | 00.12 | 19.77 | 1.26.02 | 00.72 | 1.26.74 | 3 |
| 4 | Citizens Railway and Light Power Co. | 03.72 | 03.71 | 15.21 | 01.29 | 16.50 | 1.31.00 | 11.17 | 1.42.17 | 4 |
| 5 | Danville Traction and Power Co. | 04.21 | 03.60 | 33.50 | 00.10 | 33.76 | 2.47.53 | 00.72 | 2.48.25 | 5 |
| 6 | Hampton Roads Traction Co. | | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | 04.41 | 03.78 | 26.55 | 00.18 | 26.83 | 1.87.17 | 01.21 | 1.88.38 | 7 |
| 8 | Mill Mountain Incline, Inc. | 09.26 | 08.61 | 91.85 | | 91.85 | | | | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 04.47 | 04.06 | 24.99 | 03.26 | 28.25 | 2.36.26 | 30.80 | 2.67.06 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 03.63 | 03.57 | 10.56 | 00.07 | 10.63 | .90.82 | 00.58 | .91.40 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | 03.97 | 03.88 | 20.29 | 00.31 | 20.60 | 1.80.69 | 02.77 | 1.83.46 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | 12 |
| 13 | Norfolk Southern R. Co. | 09.99 | 09.99 | 25.15 | 01.41 | 26.56 | | | | 13 |
| 14 | Radford Water Power Co. | 04.19 | 04.07 | 17.79 | | 17.79 | 1.89.63 | | 1.89.63 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 13.08 | 13.61 | 33.30 | 01.41 | 34.71 | 5.38.48 | 22.80 | 5.61.28 | 15 |
| 16 | Richmond and Henrico Ry. Co. | 02.38 | 02.38 | 19.54 | 00.10 | 19.64 | 1.71.83 | 00.91 | 1.72.74 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | 04.02 | 04.02 | 17.69 | 00.10 | 17.79 | 1.79.46 | 01.01 | 1.80.47 | 17 |
| 18 | Roads and Rappahannock River Ry. Co. | 04.62 | 04.50 | 24.66 | 00.10 | 24.76 | 2.22.91 | 00.91 | 2.23.82 | 18 |
| 19 | Roads and Rappahannock River Ry. Co. | 06.25 | 06.25 | 30.23 | 00.19 | 30.42 | 1.92.92 | 01.23 | 1.94.15 | 19 |
| 20 | Tazewell Street Ry. Co. | 04.45 | 03.55 | 23.84 | 00.19 | 24.03 | 1.97.12 | 01.56 | 1.98.68 | 20 |
| 21 | Virginia Railway and Power Co. | | | | | | | | | 21 |
| 22 | Washington and Old Dominion Ry. | 08.52 | 08.03 | 27.25 | 00.43 | 27.68 | 2.99.62 | 04.72 | 3.04.34 | 22 |
| 23 | Washington Utilities Co. | 08.94 | 08.38 | 27.58 | 00.67 | 28.25 | 3.05.42 | 07.37 | 3.12.79 | 23 |
| | Washington-Virginia Ry. Co. | | | | | | | | | 24 |
| | Total | 04.66 | 03.95 | 24.29 | 00.46 | 24.75 | \$ 2 07.75 | 03.52 | \$ 2 11.27 | |

| Increases over 1912: | | Decreases from 1912: | |
|--------------------------------------|-------------------|----------------------------------|------------------|
| Average fare, all passengers | 10-100 of 1 cent. | Average fare, revenue passengers | 9-100 of 1 cent. |
| Transportation earnings per car mile | 1.21 cents | Operating expenses per car hour | 4.55 cents. |
| Miscellaneous earnings per car mile | 25-100 of 1 cent. | | |
| Total earnings per car mile | 1.46 cents. | | |
| Transportation earnings per car hour | 7.86 cents. | | |
| Miscellaneous earnings per car hour | 1.69 cents. | | |
| Total earnings per car hour | 9.55 cents. | | |
| Operating expenses per car mile | 9-100 of 1 cent. | | |

TABLE No. 11—EMPLOYEES.

| Number | NAME OF COMPANY | GENERAL ADMINISTRATION | | MAINTENANCE | | TRANSPORTATION | | Total | Aggregate Salaries and Wages Paid | Number |
|--------|---|------------------------|-----------------------|-----------------|-----------------|-----------------|-----------------|-------|-----------------------------------|--------|
| | | General Officers | General Office Clerks | Superintendence | Other Employees | Superintendence | Other Employees | | | |
| 1 | Appalachian Power Co. | 2 | 2 | 1 | | | 22 | 27 | \$ 16,500 00 | 1 |
| 2 | Blue Ridge Light and Power Co. | | | | | | | | | 2 |
| 3 | Charlottesville and Albemarle Ry. Co. | 5 | 4 | 1 | 11 | 1 | | 49 | 55,415 56 | 3 |
| 4 | Citizens Railway, Light and Power Co. | 7 | 1 | | | 1 | | 60 | 12,817 21 | 4 |
| 5 | Danville Traction and Power Co. | 4 | 1 | 1 | 25 | | | 68 | 40,493 99 | 5 |
| 6 | Hampton Roads Traction Co. | | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | 5 | 13 | 2 | 30 | 4 | | 186 | 167,991 27 | 7 |
| 8 | Mill Mountain Incline, Inc. | 2 | | | | 1 | 3 | 6 | 1,618 27 | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | 7 | 4 | 2 | 41 | 1 | 86 | 141 | 79,962 18 | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | 3 | 1 | | | 1 | | 9 | 3,003 55 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | | | | 1 | | 42 | 43 | 29,890 89 | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | 26 | 130 | | 149 | | 93 | 398 | 94,316 27 | 13 |
| 14 | Radford Water Power Co. | 2 | 1 | | 8 | | 4 | 16 | 10,000 00 | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 6 | 3 | 1 | 19 | 2 | 14 | 45 | 25,486 60 | 15 |
| 16 | Richmond and Henric Ry. Co., The | 4 | 5 | 1 | 20 | 1 | 85 | 116 | 75,905 00 | 16 |
| 17 | Richmond and Rappahannock River Ry. Co. | 5 | 5 | | 3 | | 14 | 27 | 37,964 44 | 17 |
| 18 | Roanoke Railway and Electric Co. | 6 | 6 | 2 | 45 | 3 | 103 | 165 | 124,500 00 | 18 |
| 19 | Tazewell Street Ry. Co. | 4 | 1 | | 2 | | 2 | 9 | a | 19 |
| 20 | Virginia Railway and Power Co. | 14 | 98 | 4 | 567 | 7 | 999 | 1,689 | 1,051,915 57 | 20 |
| 21 | Washington and Old Dominion Ry. | 8 | 17 | 4 | 130 | 2 | 184 | 345 | 202,586 30 | 21 |
| 22 | Washington Utilities Co. | | | | | | | | 106,027 06 | 22 |
| 23 | Washington-Virginia Ry. Co. | 5 | 7 | 3 | 117 | 3 | 156 | 291 | 73,895 14 | 23 |
| | Total..... | 115 | 299 | 23 | 1,108 | 27 | 2,658 | 3,680 | \$2,210,819 39 | |

aNo record.

bIncluded with the Newport News and Old Point Railway and Electric Company.

cThe general officers and general office clerks are included in the report of the Virginia Railway and Power Company.

dIncluded with Virginia Railway and Power Company, successor to Norfolk and Portsmouth Traction Company under lease 99 years from June 1, 1906.

eFor period December 1, 1912, to June 30, 1913.

fFor period July 1, 1912, to November 30, 1912.

Increases over 1912:

Total number of employees, 487.

Aggregate wages and salaries paid, \$515,201 87.

TABLE No. 12—ACCIDENTS.

| Number | NAME OF COMPANY | PASSENGERS | | | EMPLOYERS | | | OTHERS | | | GRAND TOTAL | | Number |
|--------|---|------------|---------|-------|-----------|---------|-------|--------|---------|-------|-------------|---------|--------|
| | | Killed | Injured | Total | Killed | Injured | Total | Killed | Injured | Total | Killed | Injured | |
| 1 | Appalachian Power Co. | | 6 | 6 | | 2 | 2 | | 1 | 1 | | 9 | 1 |
| 2 | Blue Ridge Light and Power Co. | | | | | | | | | | | | 2 |
| 3 | Charlotteville and Albemarle Ry. Co. | | 3 | 3 | | 1 | 1 | | | | | 4 | 3 |
| 4 | Chattanooga Railway, Light and Power Co. | | | | | | | | | | | | 4 |
| 5 | Danville Traction and Power Co. | | 16 | 16 | | 4 | 4 | | 5 | 5 | | 25 | 5 |
| 6 | Hampton Roads Traction Co. | | | | | | | | | | | | 6 |
| 7 | Lynchburg Traction and Light Co. | | 81 | 81 | | | | | | | | 81 | 7 |
| 8 | Mill Mountain Incline, Inc. | | | | | | | | | | | | 8 |
| 9 | Newport News and Old Point Ry. and Electric Co. | | | | | | | | | | | | 9 |
| 10 | Norfolk City and Suburban Ry. Co. | | 3 | 3 | | 3 | 3 | | 1 | 1 | | 7 | 10 |
| 11 | Norfolk and Ocean View Ry. Co. | | | | | | | | | | | | 11 |
| 12 | Norfolk Railway and Light Co. | | | | | | | | | | | | 12 |
| 13 | Norfolk Southern R. R. Co. | | 52 | 52 | | 23 | 23 | 2 | 11 | 13 | 2 | 86 | 13 |
| 14 | Radford Water Power Co. | | | | | | | | | | | | 14 |
| 15 | Richmond and Chesapeake Bay Ry. Co. | 1 | | 1 | | | | | | | | | 15 |
| 16 | Richmond and Henrico Ry. Co., The | | 14 | 14 | | 4 | 4 | 1 | 7 | 8 | 1 | 25 | 16 |
| 17 | Richmond and Rapahannock River Ry. Co. | | 9 | 9 | | | | | | 1 | 1 | 9 | 17 |
| 18 | Roanoke Railway and Electric Co. | | | | | 4 | 4 | | | | | 4 | 18 |
| 19 | Tazewell Street Ry. Co. | | | | | | | | | | | | 19 |
| 20 | Virginia Railway and Power Co. | 2 | 1 | 3 | | | | 6 | 7 | 13 | 8 | 8 | 20 |
| 21 | Washington and Old Dominion Ry. | | 7 | 7 | | 38 | 38 | 1 | 1 | 2 | 1 | 46 | 21 |
| 22 | Washington Utilities Co. | | 24 | 24 | | 2 | 2 | | 5 | 5 | | 31 | 22 |
| 23 | Washington-Virginia Ry. Co. | | 13 | 13 | | | | 2 | | 3 | 2 | 14 | 23 |
| | Total. | 3 | 229 | 232 | | 81 | 81 | 13 | 39 | 52 | 16 | 349 | 385 |

^aFor period December 1, 1912, to June 30, 1913.

^bFor period July 1, 1912, to November 30, 1912.

Increases over 1912:

| | |
|--------------------|------------------------|
| Passengers injured | 94 |
| Employees injured | 67 |
| Others killed | 4 |
| Total injured | 146 |
| Total casualties | 146, or 6.66 per cent. |

Decreases from 1912:

| | |
|-------------------|----|
| Passengers killed | 2 |
| Employees killed | 2 |
| Others injured | 15 |

Reports of Railroad Corporations Not Yet in Engaged in Business—Statistical Tables.

TABLE No. 1—MISCELLANEOUS.

| NAME OF COMPANY | State under Whose Laws Organized | Date of Charter | Amount of Authorized Capital | Number of Shares Authorized | Par Value Whole Dollars | Amount of Capital Paid in |
|---|--|--------------------|------------------------------------|-----------------------------------|-------------------------------|---------------------------------|
| Bush Bluff Railway Co. | Virginia | Aug. 3, 1911. | \$ 50,000 00 | 500 | \$ 100 | \$ 1,000 00 |
| Cinchfield Northern Railway. | Virginia | Sept. 30, 1911. | 25,000 00 | 250 | 100 | 5,000 00 |
| Cloverdale and Catawba Furnace Railroad Co. | Virginia | Sept. 17, 1909. | 5,000 00 | 50 | 100 | |
| Culpeper, Madison and Rappahannock Railway Co. | Virginia | Mar. 31, 1911. | 5,000 00 | 50 | 100 | |
| Durham and Danville Railroad Co. | Virginia | May 4, 1911. | 50,000 00 | 500 | 100 | 15,400 00 |
| Henrico and Chesterfield Railway Co. | Virginia | Feb. 12, 1901. | 60,000 00 | 600 | 100 | 39,269 00 |
| Holston River and Eastern Railway Co. | Virginia | July 19, 1910. | 5,000 00 | 50 | 100 | 91 64 |
| Laurel Fork and Mendota Railroad | Virginia | Apr. 26, 1911. | 50,000 00 | 500 | 100 | 50,000 00 |
| Levisa River Railroad Co., The | Virginia | Jan. 6, 1912. | 25,000 00 | 250 | 100 | 6,000 00 |
| Lynchburg, Danville and Carolina Railway | Virginia | Jan. 24, 1907. | 50,000 00 | 500 | 100 | |
| Norfolk, Washington and New York Railway Co. | Virginia | Nov. 29, 1912. | 15,000 00 | 150 | 100 | 15,000 00 |
| Norfolk, Yorktown and Washington Railway Co. | Virginia | Feb. 25, 1913. | 25,000 00 | 250 | 100 | 25,000 00 |
| North Carolina-Virginia Railway Co. | Virginia | Dec. 20, 1910. | 500,000 00 | 5,000 | 100 | |
| Orange-Keysville Railway Co. | Virginia | May 18, 1887. | 500,000 00 | 5,000 | 100 | 30,800 00 |
| Richmond, Urbanna and Peninsula Railway Co. | Virginia | Oct. 27, 1908. | 300,000 00 | 3,000 | 100 | |
| Roanoke and Mt. Airy Southern Railway Co. | Virginia | Feb. 10, 1912. | 2,000,000 00 | 20,000 | 100 | |
| Rockfish Valley Railway Co. | Virginia | Sept. 26, 1910. | 50,000 00 | 500 | 100 | 10,500 00 |
| South Brunswick Railway Co. | Virginia | Mar. 15, 1910. | 50,000 00 | 2,000 | 25 | 15,000 00 |
| Virginia, Fredericksburg and Western Railroad Co. | Virginia | Apr. 1, 1894. | 100,000 00 | 1,000 | 100 | 25,000 00 |

TABLE No. 1—MISCELLANEOUS—CONTINUED,

| Number | NAME OF COMPANY | EXPENDITURES | | | | LENGTH OF LINE—MILES | | | Number |
|--------|---|--------------|--------------|--------------|-----------|----------------------|---|--------------------------|--------|
| | | Construction | Equipment | Organization | Total | When Completed | Con-structed But Not In Oper-ation on June 30, 1913 | Con-structed During Year | |
| 1 | Bush Bluff Railway Co. | \$ 5,000 00 | | \$ 673 84 | \$ 673 84 | 2 00 | | | 1 |
| 2 | Chesapeake and Potomac Electric Railway Co. | | | | 5,000 00 | 30 00 | | | 2 |
| 3 | Culpeper, Madison and Rappahannock Railway Co. | 32,346 48 | | | 32,346 48 | 10 70 | 33 | | 3 |
| 4 | Durham and Chesapeake Railway Co. | | | | | | | | 4 |
| 5 | Henric and Chesapeake Railway Co. | 28,486 05 | | 75 00 | 75 00 | 51 00 | | | 5 |
| 6 | Jackson River and Eastern Railway Co. | 28,673 00 | \$ 10,596 00 | | 28,486 05 | 8 00 | 2 50 | | 6 |
| 7 | Laurel River and Mendenhall Railroad | | | | 39,269 00 | 30 00 | 8 00 | | 7 |
| 8 | Lehigh Valley Railway Co. | | | 2,081 44 | 2,081 44 | 40 00 | | | 8 |
| 9 | Lynchburg, Danville and Carolina Railway | | | 4,342 00 | 4,342 00 | 14 72 | | | 9 |
| 10 | Norfolk, Washington and Washington Railway Co. | | | 5,998 09 | 5,998 09 | 150 00 | | | 10 |
| 11 | Norfolk, Yorktown and Washington Railway Co. | | | | | 6 00 | | | 11 |
| 12 | North Carolina-Virginia Railway Co. | 55,000 00 | | 15,000 00 | 15,000 00 | 217 00 | | | 12 |
| 13 | Orange-Keyville Railway Co. | 1,000 00 | | 25,000 00 | 25,000 00 | 146 00 | | | 13 |
| 14 | Richmond, Urbansville and Peninsula Railway Co. | | | 10,000 00 | 10,000 00 | 10 00 | 110 00 | | 14 |
| 15 | Rockfish Valley Railway Co. | | | 800 00 | 1,800 00 | 123 00 | 110 00 | | 15 |
| 16 | Roanoke and Mt. Airy Southern Railway Co. | | | | | 17 00 | | | 16 |
| 17 | South Brunswick Railway Co. | | | 41,020 64 | 41,020 64 | 80 70 | | | 17 |
| 18 | Virginia, Fredericksburg and Western Railroad Co. | | | 10,500 00 | 10,500 00 | 100 00 | | | 18 |
| 19 | | | | 11,978 00 | 11,978 00 | 15 00 | | | 19 |
| 20 | | | | | | 25 00 | | | 20 |
| 21 | | 75,000 00 | | 15,000 00 | 90,000 00 | 170 00 | 17 00 | | 21 |

*Enterprise abandoned.

†Expenditures made by construction company to be returned in railroad bonds when issued.

‡Graded only.

TABLE NO. 1—CONTINUED.
TERMINALS AND ROUTES OF PROPOSED LINES.

1. *Bush Bluff Railway Company*.—Point near Sewell's Point to Sandy Point, Norfolk county, Va.
2. *Clinchfield Northern Railway*.—Point on Virginia-Kentucky State line near Breaks of Big Sandy river in Dickinson or Buchanan counties to point at or near Dante, Russell county, Va.
3. *Cloverdale and Catawba Furnace Railroad Company*.—From a point upon the existing line of the Norfolk and Western Railway Company at or near the village of Cloverdale, Botetourt county, Va., and following the valley of Tinker creek to a point at or near the old Catawba furnace, on Catawba creek, Botetourt county, Va.
4. *Culpeper, Madison and Rappahannock Railway Company*.—Enterprise abandoned.
5. *Durham and Danville Railroad Company*.—From Durham, N. C., to Danville, Va.
6. *Henrico and Chesterfield Railway Company*.—From Bon Air, in Chesterfield county, to Westham Lake, in Henrico county, Va.
7. *Holston River and Eastern Railway Company*.—From a point near the works of the Southern Gypsum Company, near mouth of Holston river, to a point about four miles northeasterly from Asberry's, Va.
8. *Laurel Fork and Mendota Railroad*.—Laurel Fork to Mendota, Va.
9. *Lerisa River Railroad Company, The*.—From a point on the State line dividing the States of Virginia and Kentucky, and extending from said point up the valley of Levisa Fork in the county of Buchanan, to a point above and near Grundy, Va.
10. *Lynchburg, Danville and Carolina Railway*.—Near Lynchburg, via Danville, to connection with Durham and South Carolina Railway in North Carolina.
11. *Lyndhurst and Sherando Railroad Company*.—Lyndhurst, Augusta county, Va., to what is commonly known as Mt. Tory property in said county.
12. *Norfolk, Washington and New York Railway Company*.—From Portsmouth, Norfolk, Hampton, Fredericksburg, or Brooks Station, through various counties.
13. *Norfolk, Yorktown and Washington Railway Company*.—From Norfolk to Alexandria, Va., with connection with The Virginian Railway at Sewell's Point, Va.
14. *North Carolina-Virginia Railway Company*.—From Ridgeway, Henry county, Va., to Spray, Rockingham county, N. C.
15. *Orange-Keysville Railway Company*.—Rosney and Willis Mountain, in Buckingham county (C. & O. Ry.) via Farmville in Prince Edward county, to The Virginian Railway at Charlotte county line and to Keysville or other points on the Southern Railway.
16. *Richmond, Urbanna and Peninsula Railway Company*.—From West Point to Urbanna, Va.
17. *Richmond, Washington and Chesapeake Railway Company*.—From a point at or near Doswell, Hanover county, in a generally easterly direction, to a point on Great Wicomico river, Northumberland county, Va.
18. *Roanoke and Mt. Airy Southern Railway Company*.—From Roanoke, Va., to Mt. Airy, N. C.
19. *Rockfish Valley Railroad Company*.—From some point near Nelly's Ford Postoffice, in the South Rockfish Valley, in Nelson county, Va., to some point on the Southern Railway at or near Rockfish Station, in Nelson county.
20. *South Brunswick Railway Company*.—From a point on the Southern Railway, between its stations of Freeman and Lawrenceville, in the county of Brunswick, Va., to a point on the Seaboard Air Line Railway, between its stations of Gaston and Garysburg, in the State of North Carolina.
21. *Virginia, Fredericksburg and Western Railroad Company*.—From Millenbeck, Lancaster county, Va., to a point opposite Fredericksburg, and thence via Falmouth to West Virginia State line.

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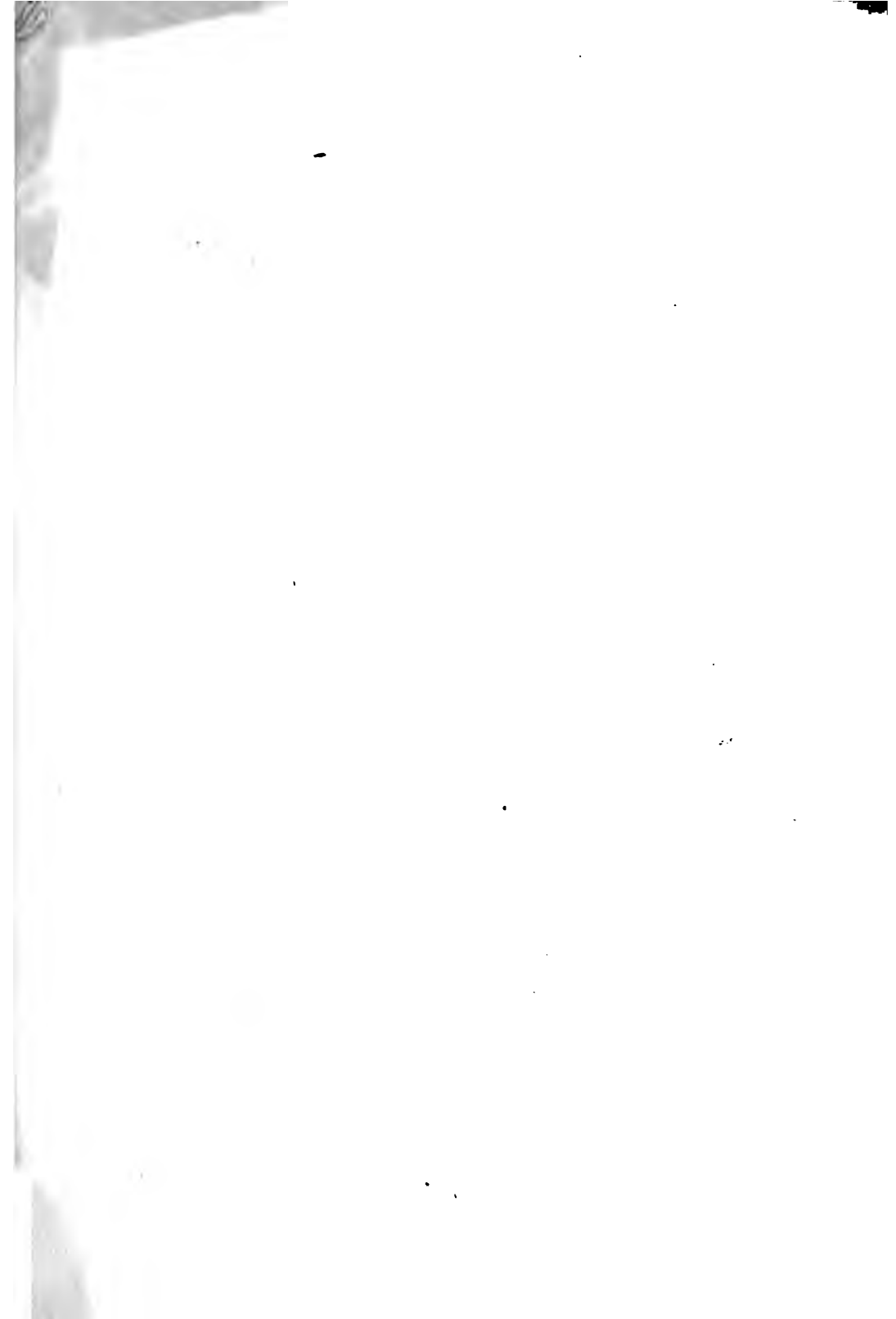
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